

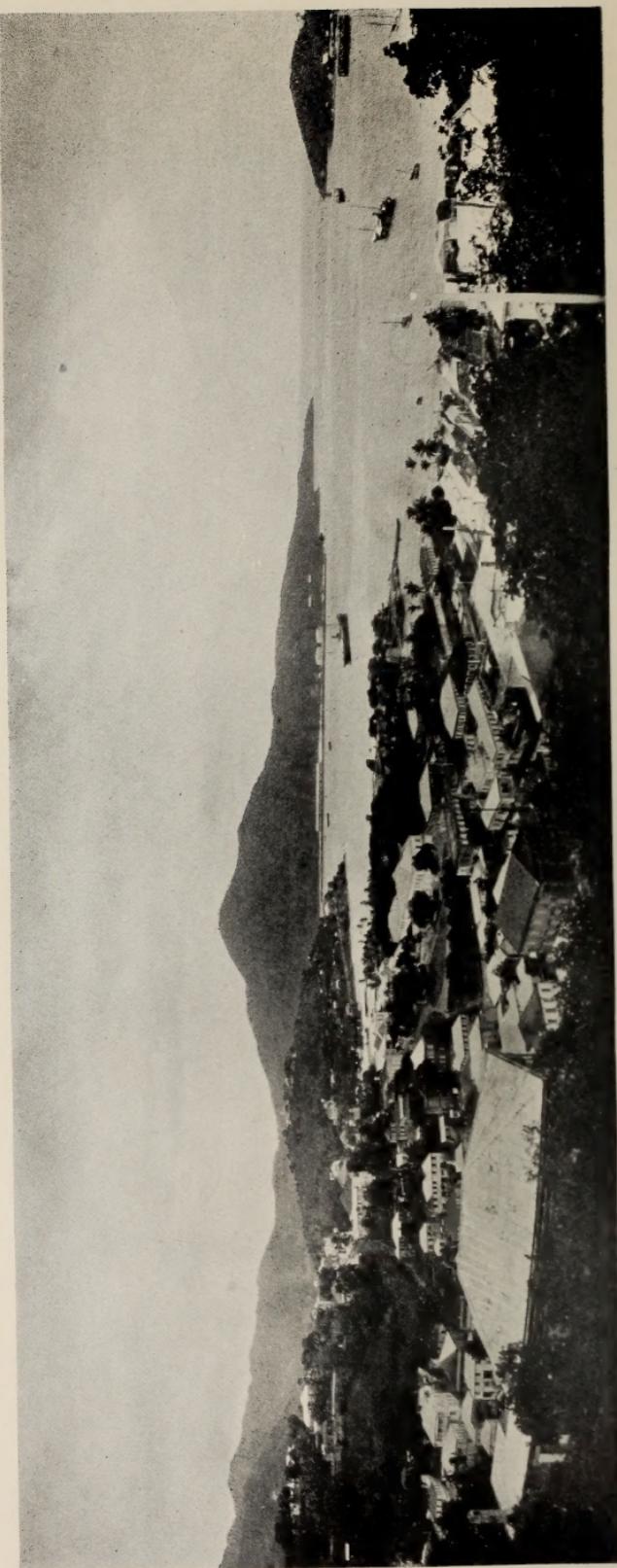


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Town and Harbour of St. Thomas

Photo by A. Ovesen

The Virgin Islands of the United States of America

Historical and Descriptive
Commercial and Industrial
Facts, Figures, and Resources

By

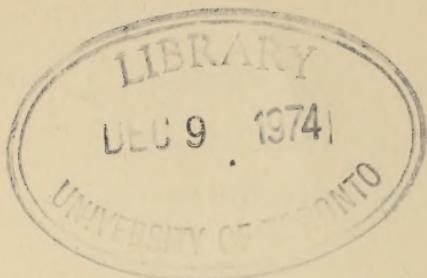
Luther K. Zabriskie

Formerly Vice-Consul of the United States of America at St. Thomas

With 109 Illustrations and 2 Maps

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1918



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BY
LUTHER K. ZABRISKIE

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The Knickerbocker Press, New York

Reader, let this little taste that I have given thee of the Summer Islands satisfie thee for the present: ere it be long thou shalt have a larger relation thereof. Hastie occasione of business doth make mee write somewhat hastilie, and leave out many things which were fitte to be spoken of; wherefore against my will I am forced to leave my work, which I have begunne, before I come into the middest of it; but I hope it will suffice you that are my friends to pass it over in the best manner you can, for there is much broken English of it and badly penned: regard I pray you the matter not the manner, the truth of the storie not the stile.

JOURDAN, 1613.

PREFACE

THE little group of fifty or more islands in the Caribbean that were generally designated as the Danish West Indies from March 30, 1666, to March 31, 1917, have experienced varying vicissitudes of fortune during the past two hundred and fifty years. Periods of opulence and plenty and seasons of want and misery have alternately visited them; years of great commercial activity, when the port of St. Thomas became known to the world as "The Emporium of the Antilles," were followed by decades when the visiting merchant ships became an inconsiderable and almost a negligible quantity. The islands, owing to their peculiar geographical position and the unusual advantages offered by their harbours, have been both a bane and a blessing to warring nations; and evil and good reports have spread regarding the character of the inhabitants and their conditions of life.

Columbus included these islands in the Virgin Group which he named after St. Ursula and her virgins. He may have given saintly names to all the fifty, but with the exception of the three large land areas, the islands bear the marks of the buccaneers and other terrors of the Spanish Main, rather than those of the saints, in such titles as Rum Island, Dead Man's Chest, Salt Water Money Rock, Fallen Jerusalem, Flanagan's Pass, and the like.

Few sections of the world provide more interesting material for the writing of books, but comparatively

little use has been made of this material up to the present time. In view of the recent importance attached to these islands, an attempt has been made in this volume to convey, by photographic reproductions as well as by descriptive accounts, some idea of their more salient features in respect to natural beauty, merits as health resorts, and, especially, commercial and industrial conditions and potentialities.

For much of the data employed in the compilation of the historical and descriptive parts of this work, indebtedness is hereby acknowledged to the writings of the late Dr. C. E. Taylor, Rev. John Knox, and Dr. P. E. Kalmer. Recourse was also had to the valuable report upon the resources and commercial importance of the Danish West Indies prepared by Special Agents H. G. Brock, Philip S. Smith, and W. A. Tucker, of the Bureau of Foreign and Domestic Commerce, as well as to other publications issued by the American and Danish Governments. Particular thanks are due to the photographers who so willingly rendered assistance in the collection of the many excellent views which are shown herewith and which are certain to enhance greatly the value of this first comprehensive treatise on the Virgin Islands of the United States of America.

In conclusion, this work is respectfully dedicated to the kind-hearted people of St. Thomas, St. Croix, and St. John, whose generous hospitality and delightful friendship will always be dearly cherished by their devoted friend and ardent well-wisher.

LUTHER K. ZABRISKIE.

ST. THOMAS, VIRGIN ISLANDS OF THE
UNITED STATES OF AMERICA
April 14, 1917

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The Virgin Islands of the United States of America

CHAPTER I

EARLY HISTORY OF ST. THOMAS

Historical records—Erik Smidt takes possession of St. Thomas for Denmark, March 30, 1666—Relics of the Caribees and Galibi—Early colonists—Rule of Governor Jörgen Iwersen—Traffic in slaves—Earthquake of 1690—Operations under the Company of Brandenburgers and George Thormohlen—Visit of Père Labat—Activities of Dutch traders—Purchase of the Company's privileges by King Frederick V.—Alternating distress and prosperity of the Colony.

THAT the island of St. Thomas must have existed far back in the dim distance of the ages is plainly evidenced by its formation. Of the cataclysm that caused it to spring into existence we have no definite information. Amidst volcanic fires, geology tells us, it appears to have been evolved, and it is quite possible that some day under similar conditions it may disappear beneath the ocean.

All that is written about this island antedating the year 1666 must of necessity be regarded as covering

its prehistoric period, for no records prior to the report that Erik Smidt, the Dane, arrived at St. Thomas on the morning of the 30th of March, 1666, in a ship called *De Endracht*, took possession of it for Denmark, landed a small colony, which suffered great privations, and died shortly after his arrival, can be relied upon as being absolutely authentic.

That the island had a history, and possibly a most interesting one, before the arrival of Erik Smidt and his hardy followers, no one can deny. Columbus is presumed to have discovered St. Thomas in 1493, on the occasion of his second voyage to the West Indies, and the names of Galibi and Caribees were given by the Spaniards to those inhabitants who believed themselves descendants of a race of people from the mainland. A few carvings on a rock, some stone chisels, collars, bowls, necklets, and hideous semblances of heads, said to be the work of the Caribees, are all the traces that remain of these people or of their predecessors. When or how these primitive inhabitants disappeared from the Danish West Indies cannot be definitely ascertained.

There are but few records left to tell of the doings of the early Colonists, or of the Copenhagen Company which they claimed to represent. That the little settlement must have been in sore straits shortly after their arrival is evident from a report sent to the Home Government by Pastor Kjeld Jensen Slagelse, who had assumed command. This was dated "Smidtsberg," 3d of July, 1666. It stated that they had provisions for only nine months, and that they would have to leave the island at the end of that time if no reinforcements and supplies were received. This appeal was apparently disregarded, as some time afterward a

Dutch Governor named Huntum is reported to have made a descent on St. Thomas and temporarily put an end to the Danish occupation.

The actual history and progress of the Colony of St. Thomas cannot be said to have commenced before Jörgen Iwersen became Governor. This was on the 23d of May, 1672, when he landed on the island as chief of an expedition sent out from Copenhagen by the Danish West India and Guinea Company. Little is known of the personal character of Jörgen Iwersen. From the various orders that were issued under his administration it would appear that he was not a man to be trifled with. A strict disciplinarian, it was not long before he made his presence felt in the little Colony. Under his rule there was no shirking church, for every person whether he spoke Danish or not, was bound under penalty of twenty-five pounds of tobacco, to attend service in Christians-fort every Sunday when the drum beat. They were a pious people in those days, and the law made it incumbent on every householder to encourage his servants in the ways of righteousness, and if he allowed them to do work on a Sunday which could have been done on a Saturday, he had to pay a fine of fifty pounds of tobacco. Hand in hand with godliness went a martial spirit, which compelled every man to be in readiness, at the first alarm given by a neighbour or sounded at the Fort, to defend his Lares and Penates, as well as the Colony.

In those days no man could leave the island without the Governor's permission under penalty of five hundred pounds of tobacco; and the person who aided another to depart surreptitiously was obliged to pay a fine of a thousand pounds of tobacco and be responsible for the other's debts and liabilities. The restrictions

on white servants were severe, and innumerable fines were levied upon those who purchased from them or who harboured them if they ran away from their employer. Negroes fared far worse, and were often cruelly punished for the slightest offence.

However, from all accounts, the Colonists lived fairly contented under the iron-handed rule of their Governor, steadily increasing in numbers and greatly prospering.

In 1680, there were on the island some fifty estates engaged principally in the cultivation of tobacco. Its population was 331 souls, of whom 156 were whites and 175 slaves, for whose protection in those palmy days of piracy and buccaneering, the watchful care of such a sturdy Governor as Jörgen Iwersen was often required. It is regretful to note that this gallant Dane, after having, at his own request, been replaced by one Nic Esmit, came to an untimely end on his re-appointment as Governor of the Danish West Indies in 1683. On the voyage from Copenhagen to St. Thomas he was thrown overboard by a mutinous crew after they had shot the captain and decapitated seven or eight prisoners. The others of the Company's functionaries and the transported prisoners were set ashore at Flores. Retribution soon followed the mutineers, who, bent upon piracy and having but little knowledge of navigation, went ashore with their vessel at Marstrand, Sweden, where they were handed over to the authorities, and finally condemned to be hanged outside the eastern gate of Copenhagen.

When the want of labour began to be felt in the Colony, the traffic in slaves was encouraged by Christian V., who purchased in Africa from the King of Aquam-bon the two forts of Frederiksburch and Christiansburg



Government House, St. Thomas

Photo by Clare E. Taylor



Government Hill from King's Street, St. Thomas

Photo by Clare E. Taylor

on the Gold Coast, and ordered ships to proceed thither to buy slaves for St. Thomas. With this addition to the working population, agriculture received a fresh impulse, the cultivation of sugar was introduced, and efforts were made to utilize the advantages of its excellent harbour and to add the benefits of commerce to those of agriculture.

In the year 1690, a violent earthquake took place on Sunday, the 9th of April, at 4 o'clock in the afternoon. It is the only one on record which could in any way be compared to the memorable one of November 18, 1867. It is spoken of as a terrific earthquake, lasting a long time and cracking the walls of the Company's storehouse, the sea receding shortly after so that fish could be picked up from the bottom, nine or ten fathoms out.

In the same year an attack upon the Colony by the English was apprehended. For this reason precautionary measures were adopted. A sentry was placed on each of the four bastions of the fort, its landgate closed and Frederiks-fort, a tower which the Government had built on Smith's Hill in 1689, and which is now known as "Bluebeard's Castle," was provided with a breastwork of thick Gri-Gri planks at the top for the protection of the sentry. The alarm, however, proved false and the fear unfounded.

About the same time the Colonists were startled by the intelligence that the King of Denmark and the Company had farmed out the whole island to one George Thormohlen. Previously a Company of Brandenburgers had been permitted to establish themselves in St. Thomas for the purpose of commerce; they had prospered exceedingly, and had secured by treaty certain rights. On the cession of the island to Thor-

mohlen, who was to have entire control over its affairs and enjoy all its revenues, the King, in order to secure to himself all the export and import duties paid by the Brandenburghers, bargained with that Company for the same for three thousand pieces of eight per annum, to be paid in two instalments.

There is no doubt that these changes were most distasteful to the Colonists, who were now to be subjected to taxation. Their opposition to it was strenuous, and when on the 30th of March, 1692, the first regular troops were garrisoned in the island, and further taxation for their support was urged by Thormohlen, it was steadily refused and ultimately abandoned. In 1694, the Company threw up their contract with Thormohlen, who had ruled the island since the 9th of May, 1691, and had appointed De la Vigne as his Governor. The Company then sent out their own Governor, Lorentz, to replace him.

During his administration, in the year 1697, the first severe hurricane is recorded.

It was in the year 1701, while Johann Lorentz was still Governor, that Père Labat visited the island. The account of this visit, detailed in his work on the West Indies,¹ gives a fair picture of the state of the Colony at that time. Concerning its commerce he makes this remark: "Denmark being almost neutral in the wars of Europe, the port of St. Thomas is open to all nations. During peace it serves as an *entrepôt* for the commerce which the French, English, Spaniards, and Dutch do not dare to pursue openly on their own islands; and in time of war, it is the refuge of merchant ships when pursued by privateers. On the other hand, the privateers send their prizes here to be

¹ *Voyage aux Isles de l'Amerique*, vol. ii., p. 285.

sold when they are not disposed to send them to a greater distance. Many small vessels also proceed from St. Thomas to the coast of South America, whence they bring back much riches in specie, or in bars and valuable merchandise. In a word, St. Thomas is a market of consequence."

His description of the town enables us to see that at that period it was of very limited extent. "At fifty or sixty paces from the Fort there is a town which takes the form of the bay, and constitutes the port. This town consists of only one long street, which terminates at the factory or offices of the Company. This is a large and handsome edifice, containing many apartments and commodious magazines for merchandise, and for the security of the negroes, in which this Company carries on a trade with the Spaniards. To the right of the factory are two small streets filled with French refugees. The houses of the town, which formerly were nothing but huts, are now built of bricks, almost all of one storey but very well arranged. The pavements are of tiles, and the interiors whitewashed, as in Holland." Of the estates he thus remarks: "They are small, but well kept. Work is only performed during the day, and in consequence, but little sugar is made. The soil, though light, is very good, and produces abundance of manioc, millet, sweet potatoes, and all kinds of fruits and herbs. The sugar cane grows very well. They have few cows and horses, for want of the necessary pasturage; but the inhabitants do not want for meat, the Spaniards in Porto Rico furnishing them with it in abundance. They raise young kids, which are excellent, and fowls of all kinds in quantities. Provisions, however, are always dear, money being plentiful and strangers generally arriving in affluence."

From the year 1702 to the year 1732, there is not much of special importance to chronicle of St. Thomas. Agriculture was still an important feature, the cultivation of indigo was commenced, and a considerable quantity of sugar and tobacco was now being raised. In 1713 a dreadful hurricane devastated the island. In 1716 the import and export duties were changed from six to eight per cent. Congregations were permitted to elect their own pastors, and the Secret Council was now separated from the Courts in which its members had formerly sat as judges. The first Government House was purchased, and the privileges of the Brandenburgh Company ceased. In 1718 a land tax was imposed, and a tax of two and a half rix dollars for each man, woman, and slave. The Royal Council consisted of five persons, besides the Governor as President,—two merchants, the bookkeeper, the treasurer, and the secretary. Slaves were to be well treated, and planters were shorn of the power of life and death over them. Clerks having served six years were permitted to return home, but young unmarried women were not to enjoy the privilege without special permission. A Reconciling Court with the Governor as judge was established, and the duties on imports and exports were lowered to five or six per cent.

St. Thomas was in a flourishing condition. It had long been declared a port of entrance for vessels of all nations. This gave a new impulse to its trade, which, extended to the neighbouring islands by the enterprise of its merchants, brought untold wealth to its shores, not to speak of greater refinements and luxury.

Passing over the few years between 1732 and 1756 a period is arrived at which later was to have a disastrous effect upon the commerce of St. Thomas. The

island of St. John was under cultivation; St. Croix had been purchased by King Christian VI.; the seat of government had been removed thither, and several St. Thomas planters had settled there. Never had these islands been so prosperous. For the first time in history could they speak of a Danish West Indies.

Special note should be made of the great trade which the Dutch carried on in St. Thomas. Shrewd and thrifty, they maintained their ground against all comers as merchants, and with the privileges they had managed to obtain from the Company, it is no wonder that they controlled the best part of its commerce. This was certainly no fault of theirs, but it aroused a bitter feeling among the merchants of Copenhagen, who were naturally jealous that foreigners should be treated more favourably than themselves. For this reason, they secretly formed an association, fitted out vessels in Amsterdam, placed them under the Dutch flag, and despatched them to the island of St. Thomas. So great was their success that the Company took alarm, but perceiving the advantages likely to accrue to itself, if these merchants could be induced to unite their now conflicting interests, they made overtures to them for the purpose, which were accepted. This powerful accession enabled the Company to exclude the Dutch from all commerce with the Colonies, but not for the benefit of the Company or the islands, as will readily be seen.

From a few men represented by a small band of adventurers, the Company had become possessed of wealth, power, and influence, and with these and this last stroke of policy it was now a gigantic monopoly. The consequences were soon manifested. High prices prevailed under the oppressive restrictions put upon

commerce, and discontent showed itself where before had been peace and prosperity.

It was not long before the complaints of the Colonists reached the ears of King Frederick V., who, directed by the wise counsel of Count John Bernstorff, then Prime Minister, resolved to take over the Colonies and put an end to the privileges of the Company by purchase. This was effected in 1755 for 2,200,000 pieces of eight (\$1,418,000). The purchase included the forts, estates, buildings, stores, slaves, goods, and money belonging to the Company in the Colonies, and its refinery, ships, houses, and store-houses in Copenhagen. Thus ended the Danish West India and Guinea Company, a victim of its own insatiable greed and ambition. A new era was now to begin.

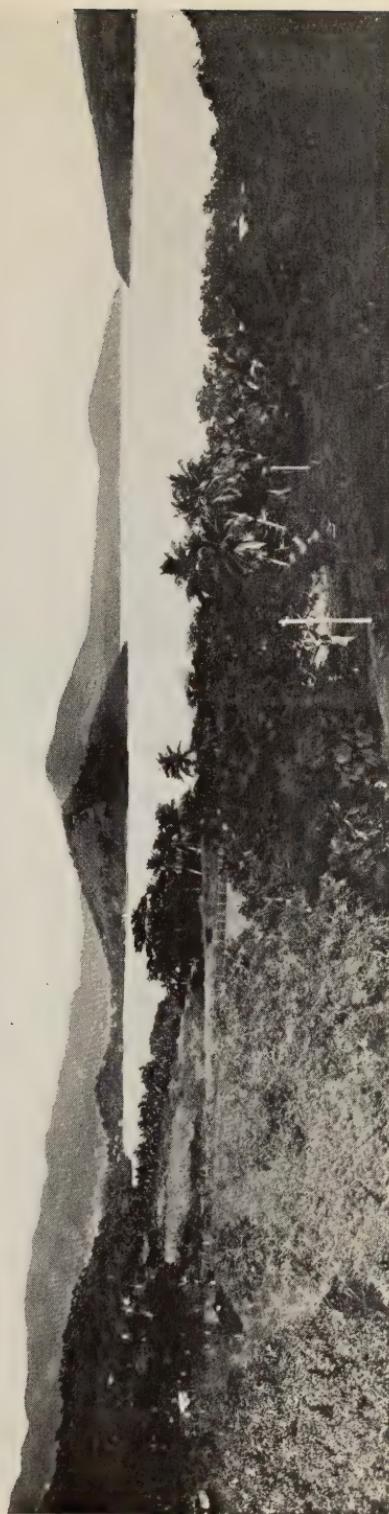
Unfortunately at first for the Colonies, and especially for the island of St. Thomas, such a sweeping change as this transaction involved proved a heavy blow to its commercial prosperity. Its port was no longer reached by the vessels of the Company, and the exclusive right of trafficking with Africa for slaves also having been abolished, stagnation and ruin were the consequence. Up to that time its harbour had always been crowded with ships, and many of these were Danish; but for the year 1756 not one of them had gladdened the sight of its sorrowing merchants. Emigration was of daily occurrence. Money became scarce, a paper currency was issued, and so deplorable became the condition of affairs that of the few inhabitants who were now left to sustain its fallen fortunes it is recorded that the majority were slaves.

During these years great distress prevailed in the Colony, and it was not until the 9th of April, 1764, when St. Thomas was declared by His Majesty a free



St. Thomas Harbour as Seen from Orkanshullet Island

Photo by Clare E. Taylor



Charlotte Amalia and Orkanshullet Island as Viewed from "Nisky"

Photo by Clare E. Taylor

port for vessels of all nations, that its star was again in the ascendant. The effect of this act on the part of King Frederik V. was soon manifest in the altered condition of the harbour and commerce. Ships began to come in, and with them the money that was so much needed.

St. Thomas was now to enjoy a period of unexampled prosperity. At that time Europe was involved in a series of long and cruel wars, during which Denmark always managed to remain neutral. This neutrality, extending to her Colonial possessions, gave them an advantage over the rest of their neighbours, whose governments were at war with each other, an advantage that only ceased years after the proclamation of peace. It was during this period of strife that the importance of St. Thomas as a rendezvous for all sorts of vessels became so strikingly manifest. It was not very long before the flags of all nations were flying from the shipping which crowded its harbour. It was one of the few spots, if not the only one, where enemies could meet without fighting, and discuss their next possible skirmish over a glass of grog and a pipe of tobacco. Things were lively in those days, and money flowed like water into the coffers of the merchants. Population increased, the town limits were extended, stores and dwellings were rapidly built, and thousands of refugees and adventurers, as well as capitalists, sought its shores for the purpose of traffic.

Up to 1800 the prosperity of St. Thomas continued unabated. But an enemy was now at its gates. For the first time, St. Thomas was blockaded, its inhabitants face to face with an invader. Denmark had become involved, at last, in a war with Great Britain. This simply meant ruin to her Colonies. After sus-

taining the blockade for some time, St. Thomas was surrendered on the 1st of April, 1801, to a military and naval force under Colonel Cowell. For ten months it was held by the English, when it was restored to Denmark on the 22d of February, 1802. Though the English occupation was a short one, it materially affected the island's commerce which was not revived until the return of neutrality.

CHAPTER II

QUESTION OF PURCHASE BY THE UNITED STATES

Destructive fires—Trade between St. Thomas and the Spanish Main—A Paradise for fortune-hunters—Prosperous days—Emancipation of slaves—Decline in agriculture—Improvements in harbour—Blockade runners from the Southern States—Cholera and its frightful consequences—Hurricane, earthquake, and tidal wave of 1867—Visit of Secretary Seward—Cession Proclamation—Hopeful attitude of people—Hard times—Second Royal Proclamation.

WITH the exception of the destructive fires which took place in 1804 and 1806, which laid the town of St. Thomas in ashes and destroyed over sixteen million dollars' worth of property, there is little more to add to its history till 1807. Then the island was again surrendered to the English, who occupied it until April 15, 1815, when it was restored to Denmark, its lawful possessor.

In 1815 began that trade between St. Thomas, Porto Rico, Cuba, Santo Domingo, and the Spanish Main, which was destined afterwards to assume large proportions. In the quaint old pages of Nissen we learn that as soon as the Danes again became masters of the island, foreign vessels speedily arrived, laden with all kinds of merchandise. Numbers of smaller vessels, such as schooners, sloops, etc., were put under Danish colours, and adventures to the other West India Islands

and the Spanish Main were resumed with the same activity as in former times.

The way some of the old authors speak of the fortunes made, the sacks of doubloons, the boxes and kegs of Spanish dollars, is something bewildering. St. Thomas must have been a very Paradise for fortune-hunters in those days, and for physicians in particular, for we read of there being, in 1837, no less than eight very clever doctors on the island, and that, for attending a family or going on board a vessel, their fees were seldom less than one hundred dollars. No wonder that one of the King's physicians, named Otto, was enabled to return to Copenhagen after seven years with about three hundred thousand dollars, when his fees for attending a crew of ten or fourteen men on board a vessel, lying at anchor in the harbour for two months, were from fifteen hundred to seventeen hundred Spanish dollars. It is also recorded that during the war between England and America, as many as two hundred large ships had been counted in its harbour at one time, besides a great number of small vessels.

For a long time the prosperity of St. Thomas continued undiminished. St. Thomas had been made the principal rendezvous of the Royal Mail Steam Packet Company, and because of its central location on the great route from Europe to the rich countries then opening up on the Pacific Ocean, there appeared to be no limits to its career of good fortune. Earthquakes had shaken it. Hurricanes had levelled it, and repeated fires had burned down hundreds of its houses; but, Phoenix-like, it had risen from its ashes, better built and more prosperous than ever. It did not seem possible that St. Thomas could fall from its high estate. If such an eventuality were even hinted at, it was met

with a stare of incredulity. Its splendid harbour, its facilities as a coaling station, its geographical position,—these were considered as preventatives of misfortune. The idea of other islands acquiring such facilities, or offering even greater advantages, never entered the heads of its industrious and money-making merchants. As for the Royal Mail Steam Packet Company, with its magnificent ships, factory, and staff of employees going elsewhere, the idea was as ridiculous as that of Porto Rican buyers purchasing their goods direct from the manufacturer in Europe. And yet, all this and much more has actually happened.

On the 4th of July, 1848, the slaves in St. Thomas were emancipated. Their freedom was proclaimed at the drumhead. There were few demonstrations beyond music and dancing in the streets, and the whole affair passed off very quietly. From that time St. Thomas ceased to be an agricultural community. The town and its temptations were too strong for the labouring population, and it was not long before some of the best estates were run down for want of sufficient hands to till them. A Labour Act had been passed containing stringent regulations, but so far as St. Thomas was concerned, it proved a dead letter.

At this time it might be safe to say that perhaps among all the group of the Virgin Islands none was fairer or more richly endowed by nature than St. Thomas. Its past had been eventful, its vicissitudes many, but now the sun of promise shone warmly on the island, and trade had brought plenty to its merchants. The harbour was being thoroughly dredged out and was rendered almost perfect in its facilities for vessels seeking its port. There was already a fine marine repairing slip in active operation, and numerous

improvements were in contemplation. Over sixteen hundred shares in an iron floating dock were subscribed for; gas works were planned; and a new Government House, a Custom House, public wharf, new lighthouse, and a fish market were to be erected.

A fratricidal war which had long been raging between the Northern and Southern States of America brought a large amount of business to St. Thomas. Blockade runners sought its port, and now and then a privateer or two, and in hot pursuit came the United States men-of-war which with their crews left a great deal of money in the port. Another war, one in which the hearts of the people were deeply concerned, was being fought at home between Denmark and Germany.

During the latter part of the year 1866 cholera broke out in St. Thomas with frightful consequences. The town had already begun to acquire an evil reputation abroad for its unhealthfulness. "Pest-hole," "Golgotha," and various other epithets were freely lavished upon it by its neighbours, who, jealous of its commercial prosperity, never let an occasion pass without flinging a stone at it. They never would acknowledge, what many medical men declared, that the diseases which were said to be indigenous to St. Thomas were invariably brought from their own shores in the vessels visiting its harbour. Up to this time, few precautions had been taken to enforce quarantine, or to protect the place by a more perfect system of sanitation. Small-pox and yellow fever had been in the town for some months, and now cholera had come to cap the climax of misery. By the 23d of January, 1867, there were 860 deaths.

On the 29th of October, 1867, a terrific hurricane passed over the island, which, in magnitude and de-



The Barracks, St. Thomas

Photo by Clare E. Taylor



The 101 Steps Leading to Blackbeard's Castle

Photo by Clare E. Taylor

structiveness, surpassed anything ever known or recorded in its history. Over 300 lives were lost and about 77 vessels were stranded or wrecked. Following this, on the 18th of November, came a severe shock of earthquake, and a tidal wave. The earthquake shock lasted about thirty seconds, and a few moments afterwards the sea receded, leaving the harbour almost dry, exposing many sunken wrecks, and, upon its return, laying waste the wharves and warehouses built upon its shores. Many of the finest buildings were cracked, a great deal of property was destroyed, and such was the terror and dismay created that people deserted their homes and camped out upon the hills.

A visit made to St. Thomas in the early part of 1866 by the Honourable W. Henry Seward, Secretary of State for the United States of America, was the occasion for rumours to be circulated to the effect that negotiations were being entered into for the purchase of the islands, and on the 27th of November of the following year the following proclamation was published in the *St. Thomæ Tidende*:

“WE, CHRISTIAN THE NINTH,

“By the Grace of God, King of Denmark, the Vandals and the Goths, Duke of Sleswig, Holstein, Stornmarn, Ditmarsh, Lauenborg, and Oldenborg. Send to Our beloved and faithful Subjects in the islands of St. Thomas and St. John Our Royal Greeting.

“WE have resolved to cede Our Islands of St. Thomas and St. John to the United States of America, and We have to that end, with the reservation of the constitutional consent of Our Rigsdag, concluded a convention with the President of the United States. We

have, by embodying in that convention explicit and precise provisions, done Our utmost to secure to You protection in Your liberty, Your religion, Your property and private rights, and You shall be free to remain where You now reside, or to remain, retaining the property which You possess in the said islands or disposing thereof and removing the proceeds, wherever You please, without Your being subjected on this account to any contribution, charge, or tax whatever.

“Those who shall prefer to remain in the Islands, may either retain the title and the rights of their natural allegiance or acquire those of Citizens of the United States, but they shall make their choice within two years from the date of the exchange of ratifications of said convention, and those who shall remain on the Island after the expiration of that term without having declared their intention to retain their natural allegiance shall be considered to have chosen to become citizens of the United States.

“As We, however, will not exercise any restraint over Our faithful subjects, We will give You the opportunity of freely and extensively expressing your wishes in regard to this cession, and We have to that effect given the necessary instructions to Our Commissioners Extraordinary.

“With sincere sorrow do We look forward to the severing of those ties which for many years have united You to Us, and never forgetting those many demonstrations of loyalty and affection We have received from You, We trust that nothing has been neglected on Our side to secure the future welfare of Our beloved and faithful Subjects, and that a mighty impulse, both moral and material, will be given to



Blackbeard Castle, Dwelling House, St. Thomas

Photo by J. Mena



Bluebeard Castle, Dwelling House, St. Thomas

Photo by J. Mena

the happy development of the Islands, under the new Sovereignty.

“Commending You to God!

“Given at Our Palace of Amalienborg, the 25th
October, 1867.

“Under Our Royal Hand and Seal,

“CHRISTIAN R.

“L. S.

“C. E. JUEI-VIND-FRIJS.

“Royal Proclamation to the Inhabitants of St. Thomas
and St. John.”

This was also read by His Excellency, Chamberlain Carstensen, Royal Commissioner Extraordinary, to a large assemblage of the civil and military functionaries and other inhabitants whom His Excellency, Governor Birch, invited for the occasion to Government House. It is almost needless to say that the announcement of such a change, though not entirely unexpected, led to a variety of comments and speculations. Hopes of the most extravagant kind were indulged in by many at the prospect of soon belonging to the mighty American Republic. Others were not quite so sanguine as to the probable benefits, and some did not believe the transfer would ever be accomplished. Nevertheless, all prepared to obey His Most Gracious Majesty's expressed wish, though not without a feeling in their hearts, that with all its faults, the rule of dear old Denmark had, in the main, been marked by humanity, wisdom, and justice.

There did not seem to be a doubt in the minds of such men as the Honourable William H. Seward as to the desirability of securing St. Thomas as a naval station for the United States of America. The acquisition was looked upon by the leading journals of Europe as a master stroke of policy. American naval and military men had long foreseen the necessity of the United States having, somewhere in the West Indies, a port in which to refit their war vessels and which would form a base for naval operations in case of future wars with Europe or the South. The United States had gone through a bitter experience already, so far as Nassau and St. Thomas were concerned. The ports of the West Indies had all more or less sympathized with the so-called Rebels of the South; their piratical craft had been welcomed and sheltered; the men-of-war of the North found obstacles placed in their way; and it was more or less conceded that had the United States possessed St. Thomas during the war of the Great Rebellion it would have saved millions. Thus for these and many other reasons it was considered a desirable acquisition for the United States.

In the meanwhile, with a rapidity not always usual in Denmark, the treaty which had been concluded with the United States for the sale of the Danish West India Islands was ratified by a unanimous vote in the Landsting, or upper house of the Rigsdag. This completed the action of Denmark with regard to the treaty. It now only remained for the United States Government to fulfil its share of the compact. Two years and a half dragged wearily along, during which the St. Thomas people were alternately buoyed up or cast down by the news of annexation. They had,

almost to a man, voted for it and impatiently they awaited the end.

From causes which have never been satisfactorily explained, the Treaty was not ratified by the United States Senate. The opposition of the Radical party and the impeachment of President Johnson were assigned as presumable reasons for a postponement of one year. Then came others for further postponement. There is no doubt that the failure to conclude the bargain was a great disappointment to many. Together with the affection which the people of St. Thomas and St. John had always manifested for Denmark and its King, there was a genuine admiration for the American people, whose energy and enterprise so well accorded with their own; and it was hoped that with a fresh infusion of active energy, the island would recover from its past calamities and resume its wonted place as the commercial centre of the West Indies.

In the meanwhile, a dulness began to pervade the community of St. Thomas. Its harbour, gay with the colours of all nations, and its hotels, always crowded with foreigners, either *en route* to their homes or for business purposes, had experienced a great change. The warehouses which were filled with the products of English, French, and German manufactures, and which, in the months of October and November, were the resort of purchasers from the neighbouring islands, were now quiet and inactive. The distressing times at the end of 1867 had been bravely faced, and it was naturally supposed that when the storm had subsided the usual order of things would be resumed. No one anticipated that 1868, 1869, and 1870 would bring greater woe. The busy seasons came and went, but each was a duller season than its predecessor. Merchants

began to compare the present with the past, and on referring to their books found that at no time of the year in former days had they made so few entries as they were now making. And there was but little hope of encouragement for the future save that which chance might give.

Still another problem was to be solved. The loosened bonds between the Mother Country and these islands were to be again retied. The Crown was once more to reassert its sovereignty, and the King to take anew His loyal West Indian subjects to his heart. The hope that a happy development, not only in moral, but also in a material respect, would be powerfully advanced under American rule, had long since died in every breast, but how was a *rapprochement* to be effected between Denmark, St. Thomas, and St. John? Were they to vote themselves back again, or were they to consider that their voting themselves free from the Mother Country was but a formality?

Statesmanship soon found a solution to the question. A proclamation had sold them, another one would take them back. A perusal of the following document will show how kindly this was done.

“WE, CHRISTIAN THE NINTH,

“By the Grace of God, King of Denmark, the Vandals and the Goths, Duke of Sleswig, Holstein, Stornmarn, Ditmarsh, Lauenborg, and Oldenborg, send to Our beloved and faithful Subjects in the islands of St. Thomas and St. John, Our Royal Greeting.

“You are aware of the motives that actuated Us at the time to give ear to the repeated and urgent requests of the North American Government for the cession of



His Excellency, Governor L. C. Helweg-Larsen, K. D.

Photo by Clare E. Taylor

St. Thomas and St. John to the United States. We expected that We, in that manner, should have been able to lighten Our realm of the heavy burthens incurred by the then recently-terminated war, and We hoped that the annexation to the United States would have afforded the islands advantages so important that they could have contributed to soothe the pain which a separation necessarily must cause in the Colonies, no less than in the Mother Country. You, for Your part, and the Danish Diet on the part of the Kingdom, have concurred in these views, and We all met in the mutual readiness to accommodate ourselves to what appeared to Us All to be recommended by the circumstances.

“Unexpected obstacles have arisen to the realization of this idea, and released Us from Our pledged word. The American Senate has not shown itself willing to maintain the Treaty made, although the initiative for it proceeded from the United States themselves. Ready as We were to subdue the feelings of Our hearts, when We thought that duty bade Us so to do, yet We cannot otherwise than feel a satisfaction that circumstances have relieved Us from making a sacrifice, which, notwithstanding the advantages held out, would always have been painful to Us. We are convinced that You share these sentiments, and that it is with a lightened heart You are relieved from the consent, which only at Our request You gave to a separation of the islands from the Danish Crown.

“In, therefore, making known to You that the Convention made on the 24th of October, 1867, for the cession of the islands of St. Thomas and St. John to the United States of America, has become void, We entertain the firm belief that Our Government,

supported by Your own active endeavours will succeed in promoting the interest of the islands and by degrees efface all remembrances of the misfortunes which, of late years, have so sadly befallen the islands. To this end We pray Almighty God to give Us strength and wisdom.

“Commending you to God,

“Given at Our Palace at Amalienborg, the 7th

“May, 1870,

“CHRISTIAN R.,

“L. S.”

CHAPTER III

LATER HISTORY OF ST. THOMAS

Demand for reforms—Havoc caused by hurricane—Visit of H. B. M. S. *Challenger*—Decline in trade—Laying of St. Croix-St. Thomas cable—Labour insurrection in St. Croix—Census of 1880—Change in government administration—Removal of British and French Steamship Companies—Sale talk—Danish efforts to better conditions—Effects of European War and labour troubles.

THE demand for reform was now general, and before long, steps were taken to set forth the desires of the people. The circumlocutory manner in which the administration of the Colonies worked at that time, the expenses attending it by the necessity of keeping up a Governor and a President,—the latter being at the same time a Vice-Governor, and both of them important representatives of the Danish sovereignty,—their salaries, with table money, a swarm of higher and lower officials, and a military force, all directly or indirectly paid by the two islands, called loudly for change. A careful review of the financial burdens laid upon the islands in those years will show how great was the necessity for reform. Unfortunately, instead of sending home a deputation composed of its best citizens, or those most qualified to represent the actual condition and wants of St. Thomas, a petition addressed to His Majesty was drawn up, and was signed by 1111 of the principal inhabitants of the island, praying for

certain reforms which would give a greater measure of self-government, and control of internal affairs, than that which the island already possessed. There is proof that the petition bore the looked-for results. However, nothing immediate transpired, for while His Majesty in his reply expressed satisfaction to learn of the loyalty of his people, and assured them that with their support it would be his aim and that of his Government to promote the interests of the islands, the vagueness of the Colonial law, against which the petition was principally directed, continued just as vague as ever. The old laws which were obsolete and unsuited to the times, and which are occasionally, even now, brought forward for particular purposes to the discomfort and dismay of the many, were unrepealed and served as an instrument for the unscrupulous to use as it might suit them. On the 11th of February, 1871, the seat of government was removed from St. Croix to St. Thomas.

On the 23d day of October of the same year, a frightful hurricane took place. Fearful havoc was caused in town, many lives were lost, and many persons wounded. The heaviest gusts of wind were from half-past four to five P.M., when they came from the north-west. Then it was that the great destruction was completed. The fierce roaring of these fearful gusts, the noise of zinc sheets, whirling through the air and along the streets, and the crash of falling houses in that gloomy half-hour were awful. As usual, the merchants subscribed promptly and liberally for the relief of the immediate distress occasioned by this great calamity, the private subscriptions amounting to \$6600. In 1872, on the 16th of February, telegraphic communication between St. Thomas and Europe was established

via a line to Havana and thence to the United States and Europe. A new lighthouse was erected on Muhlenfel's Point, and was formally delivered to the Government by the contractor, Mr. Carl Berg, on the 12th of June.

On the 16th of March, 1873, H. B. M. S. *Challenger* arrived on a scientific expedition and a tour round the world. It is pleasing to note that one of their number, in writing of St. Thomas to the *Daily News*, London, said: "After careful enquiry, I am inclined to the opinion that St. Thomas has been very much maligned and that it is not the undesirable nor unhealthy spot it is generally believed. The fact is, and ought to be recognized, yellow fever is not indigenous here, but is imported from what is still called (in local parlance) the Spanish Main, or some other of the West India islands. There are no noxious mangrove swamps to breed malaria, as in Jamaica and in other places, and receiving, as they do, the full strength of the salubrious 'trades,' all the year round, the Virgin Islands possess unusual advantages in a sanitary point of view."

Trade had now considerably declined. Besides the Royal Mail Steam Packet's magnificent fleet of steamers, other lines had started and extended their operations throughout the West Indies. It was now possible for a merchant in Porto Rico or elsewhere to have his goods brought direct to his own doors, without the assistance of St. Thomas. Planters could also export their own produce direct. There was no longer any necessity to send it to St. Thomas to be shipped. The consequences soon became apparent to everyone. Purchasers became fewer every year. Still a goodly number of vessels frequented its port, and many passengers visit-

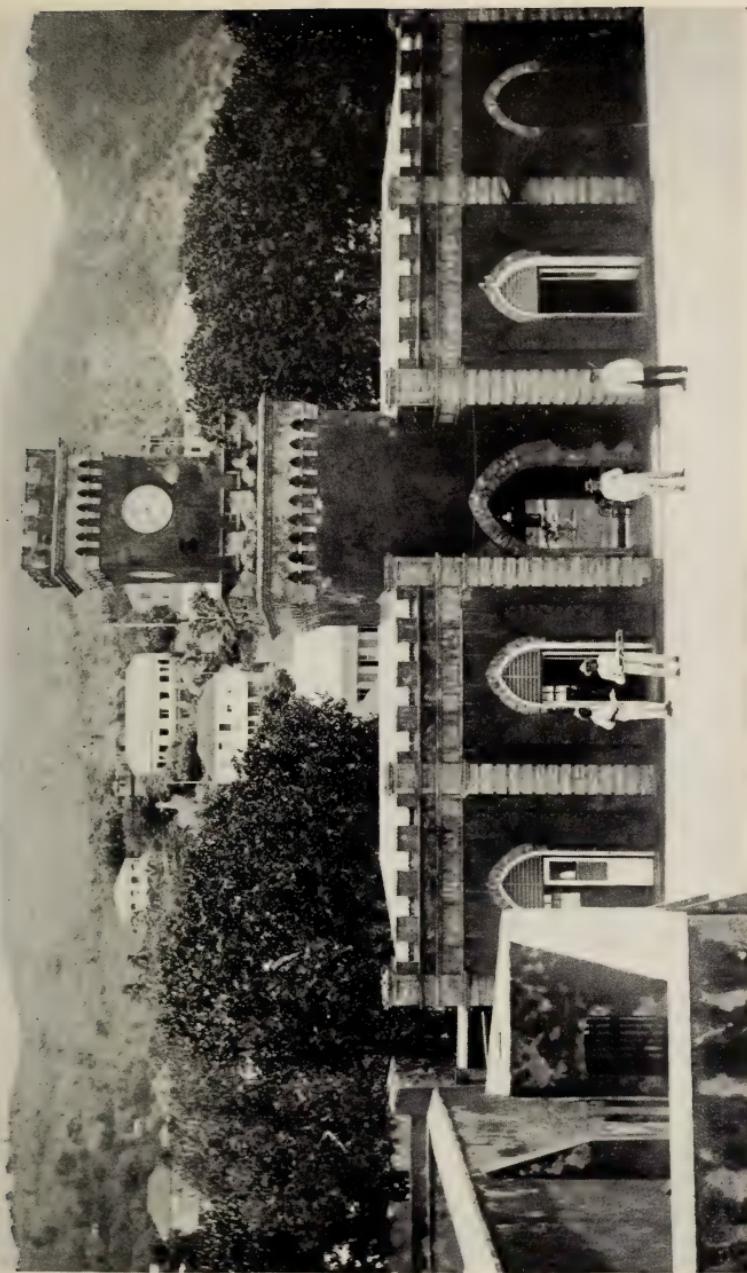
ing it *en route* to other places gave it an appearance of activity not observed elsewhere in the West Indies.

The St. Croix-St. Thomas cable was successfully laid on January 20, 1875, by the *Hooper*, and the first message transmitted from St. Croix to St. Thomas through the West India Islands was sent that day, the time occupied being fifty-seven minutes, including detention at each separate station.

During the year 1876 another hurricane visited the Danish West Indies. This time St. Croix was included. The damage to that island was frightful. Fortunately, there were not many vessels in the harbour of St. Thomas. Several of these, however, were damaged, a few shanties were blown away on shore, and many houses had their tiles or tin sheets torn off. Being so far removed from the centre, St. Thomas escaped a worse fate, for it was believed by competent meteorologists to have been one of the most terrific cyclones that had ever visited the West Indies.

On October 2, 1877, St. Thomas was startled by the news of an insurrection among the labourers of St. Croix. Close upon this intelligence came a crowd of homeless fugitives from "West End," whose tales of suffering struck terror and dismay into the hearts of those who had relatives or friends in that ill-fated spot. His Excellency, Governor Garde, accompanied by the Police-Master and fifty soldiers, left as soon as possible in the Royal Mail Steamship *Arno*, for the scene of action. The riot was soon quelled, and the ring-leaders were shot or otherwise punished.

In the year 1880, a census was taken of the Danish West Indies. According to the returns published sometime afterwards, the population of the three islands



Inside the Fort, St. Thomas

Photo by A. Ovesen

numbered 33,783, of which 18,440 were in St. Croix, 14,399 in St. Thomas, and 944 in St. John.

The population had been on the decrease since 1860, for in that year in St. Croix there numbered 23,194 souls (in 1870, 22,760); in St. Thomas, 13,463 (in 1870, 14,007); in St. John, 1574 (in 1870, 1054). Of the population in St. Croix, 4939 lived in Christiansted, 3480 in Frederiksted, and 10,011 in the country districts. The majority of the female sex was exceedingly large, for 14,889 were males and 18,894 females. The marriage statistics showed 763 bachelors, 240 married men, 31 widowers, and 2 divorced; 739 unmarried women, 172 married, 87 widows, and 2 divorced. In regard to means of subsistence, 10,010 lived by agriculture, 7409 by industrial occupations, 6600 as porters, labourers, etc., 2897 by commerce, and 1845 by the sea, etc. Of the religious persuasions 11,344 belonged to the English Episcopal Church, 10,025 to the Roman Catholic, 5881 to the Moravian, and 4862 to the Lutheran and other churches.

The commerce of St. Thomas had reached a painful crisis. The revenues had decreased annually, and each successive budget bore upon its face a large deficiency, in spite of the fact that the island was no longer paying any contribution to the General State Expenses.

The office of President was abolished, January 1, 1884, and in the two districts, the Superior Administration, established by Colonial Law dated November 27, 1863, was to be exercised by the Governor. His Excellency was to reside six months in St. Thomas, and six months in St. Croix. During his absence from either district he was empowered to entrust, on his own responsibility, the despatch of the daily current business.

At about this period several firms were contemplat-

ing liquidation. The removal of the Royal Mail Steamship Company's offices was already decided upon, and that of the French Company was talked about. If it were possible for anything to be done for the island, it would have to be done quickly. Progress was the order of the day elsewhere, but St. Thomas seemed to be slowly drifting back to the old order of things. While other places were doing their utmost to bring trade to their ports, St. Thomas, complacently reposing on the assurance that it was the keystone of the West Indies, because of its splendid geographical position, was doing absolutely nothing to attract customers. It is true that other islands were passing through a fiery ordeal owing to the competition of the beet-root and the low price of sugar, their staple production. But all of them were rising to the occasion, and striving by every means in their power to avert their impending ruin and desolation. St. Thomas was doing nothing to arrest the cankerworm of decay, beyond finding fault with everything and everybody except the real cause of its unparalleled misfortunes.

On the 21st of February, 1885, a petition, signed by many influential people, was addressed to His Majesty, representing the fallen fortunes of St. Thomas, and asking that the Mother Country should assume the military expenses and the pensions.

During this same year the Royal Mail Steam Packet Company removed its headquarters to Barbados. This transfer, effected on the 1st of July, meant a loss of about twelve thousand dollars a month to the community, not to speak of the loss to the shopkeepers, whose trade with the passengers, brought to the island by its ships, was an item of considerable importance.

The year 1887 was marked by a still further decrease

in the island's revenues by the removal of the Compagnie Générale Transatlantique's headquarters to Martinique, and a rapid decline in every branch of trade. As if to make matters worse, carefully worded reports of St Thomas's declining state were circulated far and wide, and every endeavour was made by interested parties to divert its large shipping trade to the ports of jealous rivals. It never occurred to these people that, although greatly reduced from its former proportions, the commerce of St. Thomas was yet something of which few of the West Indies could boast. Men no longer made hundreds of thousands, but they lived comfortably, and did not fail quite so often as they did in the islands said to be so much more prosperous and thriving. When the year 1888 found its harbour crowded with shipping, mostly of large tonnage, and it was once more a scene of activity, scarcely any one doubted that if further advantages were held out to seeking vessels St. Thomas would yet be a busy place and the favourite port of call in the Antilles for many a long year to come.

During the early nineties reports were extensively circulated concerning the probable transfer of St. Thomas to America. Nearly every mail from the United States brought newspapers containing articles more or less in favour of the project, notably the New York *Herald* and the *Sun* which caused people to believe that sooner or later something would be done in the matter. But, like many a former rumour, it ended in nothing, though it was pretty generally felt, in the now rapidly increasing fortunes of the island, that a change of some sort would be beneficial. Prominent Americans believed that the acquisition of St. Thomas was desirable. Its harbour had time and

again been reported by the best naval authorities as the finest in the West Indies. The American Government had coquetted with Haiti for the possession of Mole St. Nicolas, and with San Domingo for the Bay of Samana, but had not succeeded in obtaining either of them. Here was a port ready made, as it were, with a harbour almost landlocked, capable of holding nearly two hundred vessels, with a fine floating dock, wharves, large warehouses, a clean and well-kept town, substantial buildings, an intelligent and industrious people, and, in fact, everything most desirable for a naval and coaling station. It was most natural that St. Thomas should receive attention. It is true that just then America was on the verge of a war with Chile, and felt the necessity of such a port, but with a peaceful settlement of the difficulty the desire faded away, and Uncle Sam remained without a Naval Station in West Indian waters.

On the 1st of April, 1893, the port of St. Thomas was declared free, and the import dues were raised three per cent.

In the latter part of the nineties, the sale question was again revived in the islands, and interest in the matter lasted for several years. In 1900 an active agitation in favour of the transfer of the islands to the United States flag was started by some of the most influential men of St. Croix, who were especially eager for the change because of the probable benefits to the extensive sugar interests of the island.

The Republican platform on which McKinley was elected in 1896 declared for the purchase of the Danish West Indies, but it was not until six years later that a treaty to this end was drawn up. The sum of five million dollars for all three of the Danish West Indies

was offered to Denmark, and the offer accepted. Secretary Hay signed the treaty on January 24, 1902, and three days later President Roosevelt sent it to the Senate for ratification. The treaty was held up in the Senate committee for over a year before it was finally passed, and when it reached Denmark considerable opposition was encountered. The treaty passed the Folkething, which is the lower and popular house, but when it was taken up by the Landsting, which is composed of sixty-six members, of whom twelve are appointed by the Crown for life and the remainder chosen by the leading taxpayers for eight years, a tie vote resulted and the treaty was lost.

During the fifteen years since, the Danish Government has done much to better conditions in her West Indian Colonies, among the more important of which is the establishment of a national bank, which has carried on a successful business. In addition, millions of dollars have been spent in the islands of St. Thomas and St. Croix by the West Indian Company, in improving the St. Thomas harbour, and by the Danish Plantation Company, as well as by the Hamburg-American Company; but in most cases the ultimate results have been disappointing to the people.

The Great European War has had a disastrous effect upon the St. Thomas shipping interests, which are the most important consideration of the island at present, and during the years 1915 and 1916 the general conditions among the labouring classes, and the merchants as well, were far from satisfactory. Affairs in St. Croix were, in view of the serious labour troubles, even more unsatisfactory, and this in spite of the fact that the 1916 sugar crop was the most profitable that the planters had had for a long number of years.

CHAPTER IV

HISTORICAL SKETCH OF ST. CROIX

Location and discovery—Caribees and Arrowauks—Arrival of the Dutch and English in 1625 and subsequent conflicts—Later occupations by Spanish and French—Fertility of soil—The Knights of Malta—Abandonment of island in 1720—Purchase by King Christian VI. of Denmark—Again a prosperous community—Temporary possession by English—Slave trade—Uprising of negroes—Emancipation of slaves in 1848—Labour troubles in 1916.

THE island of Santa Cruz, or St. Croix, lies in latitude $17^{\circ} 44' 32''$ N., and in longitude $64^{\circ} 14'$ W., of Greenwich, and was discovered by Columbus on his second Western voyage, November 14, 1493. Anchoring there to obtain water, he found the island inhabited by Indians similar to those he had seen in Guadeloupe, whom the Spaniards, on account of their cannibalistic propensities, called "Caribees." Among them as captives were the more peaceable Arrowauks, who had been taken from Porto Rico, or its vicinity. The natives called the island "Ay Ay." At first, peaceably disposed, they welcomed the sailors with true Carib hospitality, but it was not long before a skirmish ensued which resulted in the death of a Carib and one of the Spaniards. Several Caribees were taken prisoners by the Spaniards and were carried to Spain.

From this time till the year 1625 we hear nothing whatever of St. Croix. Bryan Edwards, in his interesting history of the West Indies, states that the Dutch and English came to St. Croix in 1625. This statement is partly corroborated by Du Tertre, who says that for many years prior to 1645 St. Croix was in possession of the Dutch and English, who had been joined by certain French refugees from the island of St. Christopher. In the year 1645, the population numbered over six hundred persons, who up to this date had lived in comparative peace and harmony. But about this time the Governor of the Dutch portion of the island having killed in his house, either designedly or accidentally, M. de Brasebet, the Governor of the English, a series of reprisals ensued, in which the English, violating a promise of protection, seized the Dutch Governor, condemned him to death in retaliation for the murder of their own Governor, and publicly shot him. Seeing the impossibility for peace, the Dutch abandoned the island and retired to St. Eustatius and St. Martin. It was not long before the English were to experience in their turn something of the treatment that they had meted out to their former fellow-colonists. The prosperity that attended them after they were left sole masters of the island excited the envy of the Spaniards at Porto Rico, who, becoming alarmed at having so prosperous a colony at their doors, sent twelve hundred men in five ships on the 10th of August, 1650, to drive out the intruders and take possession of the island.

This was speedily accomplished, the Spaniards putting to death every inhabitant falling into their hands, murdering as at Tortuga even the women and children. Those who escaped left the island for St.

Christopher's. Once again the Dutch attempted to regain the island but without success.

Soon afterwards, the French at St. Christopher's, then governed by M. de Poincy, Knight of St. John's and Lieutenant-General over the French West Indies, determined to take possession of the island. Laying his plans with great judgment, De Poincy sent an expedition under M. de Vaugalan to St. Croix to besiege the fort. The Spaniards, not knowing the strength of the French, at length capitulated, leaving the fort with their arms and baggage, and in a vessel that had been given them embarked for Porto Rico.

The island was then rich in forests, and as a consequence very unhealthful. The poisonous vapours arising from the dense vegetation proved fatal to the latest conquerors, who, lamenting the loss from malarial fever of several of their number, decided to set fire to the woods. Taking refuge on board of their ships, they became spectators of the vast conflagration. As soon as the flames were extinguished, they returned on shore and energetically applied themselves to the improvement and cultivation of the land. With the advantages of a virgin soil, the grounds which they had cleared became incredibly fertile, and it was not long before the Colony reached a high state of prosperity.

In 1653, Louis XIV. transferred St. Croix, with St. Christopher, St. Bartholomew, and St. Martin, to the Knights of Malta. In 1659, a Monsieur Du Bois was appointed Governor of St. Croix by M. de Poincy. Falling sick in St. Croix, he was obliged to go back to St. Christopher, but in 1661 he returned to his post with another reinforcement of colonists. In 1665, a newly formed West India Company purchased the island from the Order of Malta, and when this company



Landing Place at Frederiksted, St. Croix

Photo by A. Ovesen



Mt. Eagle, as Seen from Cane Bay Estate

Photo by A. Ovesen

was dissolved by Royal edict in 1674, the island was again annexed to the French Crown.

In 1696, the population is said to have numbered 147 whites, exclusive of women and children, and 623 blacks. Notwithstanding the extraordinary fertility of the land when the rains were sufficient, the droughts at that time were so frequent and destructive that the French settlers, having demolished their forts, abandoned the island and removed to Santo Domingo. In 1720, St. Croix was uninhabited. It was visited by vessels of all nations up to 1727, when the French captured seven English merchant vessels that were lying there and again took possession of the territory. From that time until 1733 St. Croix continued to be the property of France, from whom it was at length purchased by King Christian VI. for seven hundred fifty thousand French livres.

Some time after the Danish purchase was effected, the land was parcelled out into plantations, or oblong squares for plantations, measuring in length three thousand Danish feet from north-north-west to south-south-east, and in breadth two thousand Danish feet from east-north-east to west-south-west, and comprising one hundred and fifty acres of land of forty thousand square feet to the acre. This having been done, an invitation was extended to planters of other islands to come and occupy the lands on easy and attractive terms. As a result, many rich and influential persons from St. Eustatius, Virgin Gorda, and Tortola purchased estates and settled there and abandoned St. Croix once more became a prosperous community. Sugar cane was planted, the two towns now known as Christiansted and Frederiksted were built, roads were laid out, and the wilderness became a garden.

There are but few records to describe the progress of St. Croix as an agricultural community, from 1760 to 1801. In the latter year, the island was taken by the British, restored to Denmark after a few months, retaken by the English in 1807, held by them until 1815, when the Danes again became its lawful possessors.

In the meantime, many slaves had been imported into St. Croix for the purpose of working on the plantations. St. Thomas had been for many years the headquarters of an enormous traffic in these unfortunate beings, and though the slave trade had been declared unlawful by the Danish Government as early as 1792 it was not entirely suppressed in the Colonies until several years afterwards.

Following a serious uprising of the negroes in St. Croix, the emancipation of the slaves in the Danish West Indies became an accomplished fact in 1848. In 1878 unfortunate labour troubles took place throughout the island, which finally resulted in a labourers' riot that well-nigh laid the place waste and caused many people, both whites and blacks, to lose their lives.

The experiences of St. Croix during recent years have been closely identified with those of St. Thomas, where varying degrees of prosperity and adversity have been experienced. St. Croix, although an agricultural community without any special interests in shipping matters, has been dependent largely upon good weather conditions and a favourable labour situation for its success. In 1916 the sugar-cane crop was the best that the island had known for a number of years, but on account of serious labour troubles that lasted throughout the cane season, the planters,

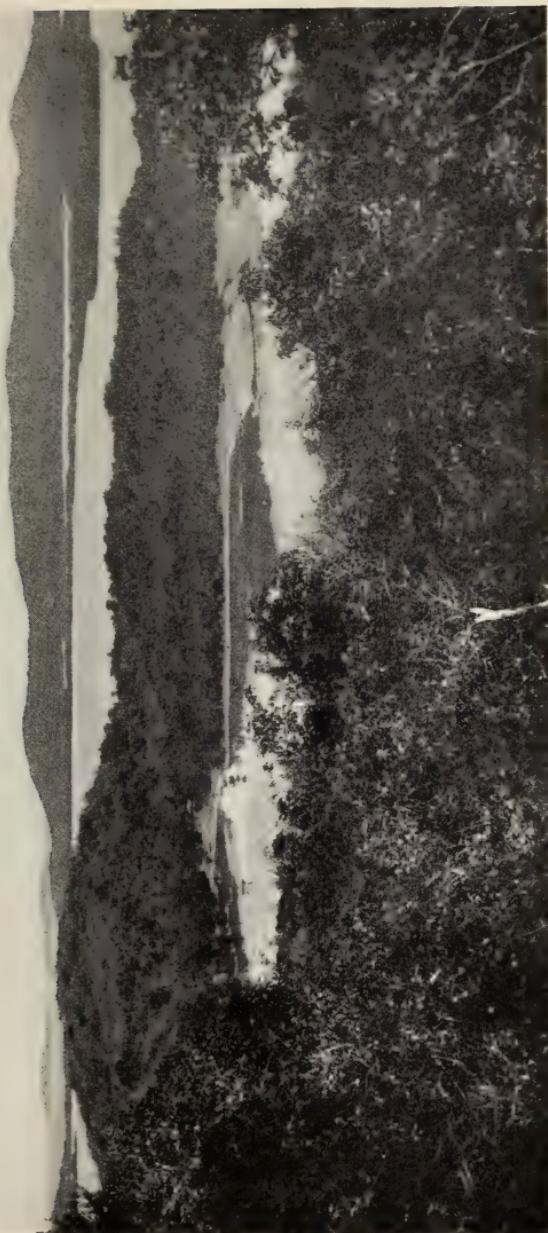
in spite of the high prices received for the sugar, became somewhat discouraged, and not a few decided to abandon their estates for the coming year, and either to await a time when the labourers on the island would be more agreeable to the terms of the planters or else to sell their lands for the best price that could be obtained.

CHAPTER V

CHARLOTTE AMALIE

St. Thomas most important of three islands commercially—Location—General description—Town of Charlotte Amalie—Built on spurs of three mountains—Most picturesque spot in Caribbean Sea—“Magnificent, gem-like, glorious”—Essentially a business community—Massive, brick stores—Empty warehouses—Memories of days when Spanish dollars were carted through streets in wheelbarrows—Bluebeard’s and Blackbeard’s castles—Romantic pictures.

ST. THOMAS is commercially the most important of the three islands that constitute what were formerly known as the Danish West Indian group. It lies in latitude $18^{\circ} 20'$ north, longitude $65^{\circ} 56'$ west. It is twelve miles long, from east to west, and ranges from one to three miles in width. Its appearance is that of a lofty ridge of dome-shaped hills, running through the centre of the island, whose highest point, “Crown Peak,” is about fifteen hundred feet above sea-level. Charlotte Amalie is the only town of the island, and is situated on the south central side on the spurs and lower slopes of three hills that overlook the harbour. St. Thomas is almost surrounded by small islands and cays, in general bold and steep, and like its two sister islands it possesses a large number of beautiful bays that afford the local folk and their visitors delightful sea-bathing all the year round.



The Lagoons, St. Thomas

Photo by Clare E. Taylor

The country roads are few, as might be expected from the formation of the island, and do not total in length more than fifteen miles, but pleasant cab or automobile rides may be taken to Smith's Bay, at the island's eastern extremity, or to John Bruce's Bay on the western point. In addition, delightful horseback drives and walks can be enjoyed over the greater part of the island. The energetic pedestrian can walk from the town to the top of Mafolie Hill, from the summit of which one of the finest panoramic views in the West Indies is revealed. Below are the charming town and harbour, and away, far over the ocean, to the south and east respectively, can be observed St. Croix and Porto Rico. On Mafolie Hill is an obelisk to commemorate the visit, in 1882, of the Brazilian astronomers to view the transit of Venus. There are other attractive walks—to Water Bay, to Benders, to Bovoni, where one may have a unique experience in rowing across the wonderful grove lagoon, and to "Windberg," the highest point on the island, to have a view that surpasses description.

Many pleasant boat trips can also be made along the coast of St. Thomas, to the innumerable caves admirably adapted for picnicking parties, to Frenchman's and Morningstar Bays, on the southern side of the island, to Magen's Bay on the northern side, and to "Manecke's Villa" and Krum Bay, on the western shore.

There is but one town in St. Thomas, whose name is rarely mentioned. It is Charlotte Amalie, and was so christened by His Majesty, Christian the Fifth, during whose reign the island was acquired by Denmark and the town formally laid out, in honour of His Royal Consort, Queen Charlotte Amalie. It is built

on the spurs of three mountains, which form a noble background and add a certain majesty to the town's general appearance. Because of its unique situation, the attractive lay-out of its trailing mountainous streets, and the beautiful blend of the structures and colours of its public and private buildings, whose red-tiled roofs rise one above the other up to the very summits of the hills, with the umbrageous green of the fringing guinea grass, cocoanut palm, mountain cabbage, and banana, it has come to be regarded as one of the most picturesque places in the Caribbean Sea. The well-known American writer, Mr. F. Ober, styles it as "magnificent, gem-like, glorious," and says that the spot is worthy of all the adjectives one can heap upon it. Awe-inspiring hills surround it on all sides, save toward the southern sea, where the entrance lies between two high promontories that are guarded by ancient forts. As to beauty of location, it is, perhaps, unsurpassed by any other town in the West Indies.

The town is essentially a place of business, and there is but one main thoroughfare, parallel with the harbour, the other streets branching off here and there up the hillside to commanding elevations from which may be obtained magnificent tropical views. A more cleanly town to-day than Charlotte Amalie scarcely exists. From the trimly-kept, red brick fort, used as a prison and a police-station, and the handsomely-built barracks, down to the smallest building, one is impressed with the air of neatness and cleanliness that prevails. All the streets are macadamized, with stone-paved gutters. The three principal water-courses, or "guts" as they are called, are paved in the same manner, and carry down the water from the mountains to the sea.

Substantial brick stores extend to the water's edge



Bluebeard's Castle from the Government House

Photo by H. Petersen

some four hundred feet away. There are probably a hundred such buildings, many of them having been put up at a cost of from fifty thousand to sixty thousand dollars apiece. Each has its own private wharf for the landing of merchandise, and railroad tracks for its carriage to the storehouse, and some possess powerful hoisting cranes. The great commercial firms that once operated at Charlotte Amalie, whose importations used to amount to millions of dollars annually, are now no more; many of the warehouses are empty and deserted; many merchants and clerks have gone to more favoured communities to ply their trades until the prosperity of St. Thomas shall return and she shall, as of old, become the Emporium of the Antilles. The pavements no longer re-echo the footsteps of barterers of a hundred nationalities. Porters lounge at the street corners; cooks stray leisurely towards the market-place; nurse-maids with their little ones saunter along the sidewalks and by the seashore. The town is slumbering and dreaming the days when roystering sailors made the streets dangerous by night; when merchants toiled from early to late; when banks were unknown, and Spanish dollars were wheeled on barrows through the thoroughfares. Quiet prevails, but there are few who have once lived in St. Thomas and become acquainted with its people who would not be glad to return.

Bluebeard's and Blackbeard's castles are two old towers, respectively situated east and north of Charlotte Amalie. According to tradition, these castles were once the abodes of the villains whose names they bear. History, however, does not confirm the fable. The truth is, very little is known about these towers, but Blackbeard's Castle is supposed to

have been built before Bluebeard's, and in all probability both were employed in the olden days as watch-towers and for defensive purposes. To-day they start one dreaming. Looking over the town and harbour from these points of vantage, one of imaginative tendencies, who is more or less familiar with the ancient history of the place, can weave as romantic a picture as could be desired. The harbour will again become gay with the flags of many nations, and from the misty past there will be conjured the slender forms of piratical schooners and slave-traders to replace the prosaic, smoke-belching steamers of the present. The streets of the town will be peopled with the picturesque and ruthless sea-rovers of old, along with those sturdy Brandenburghers, who, with their wives and children, inhabited the quaint, one-storey wooden tenements that once stood where are now brick, fire-proof warehouses. Other fancies will suggest themselves to the imagination, and a visit to those old towers will be well rewarded. Their massive walls have withstood the hurricane's fury and the earthquake's shock; they have seen wealth-laden traders arrive and depart, and have watched impassively the disembarkation of cargoes of miserable slaves. Within sight of them poor men have grown rich, have lived and died. For hundreds of years they have looked down upon the world below, upon its hopes and joys, its griefs and pleasures, its days of prosperity and of suffering, and still the grey walls remain unchanged in a world of changes, enduring monuments of the past.



Bluebeard Castle, St. Thomas

Photo by J. Mena

CHAPTER VI

“THE GARDEN OF THE WEST INDIES”

St. Croix—“The Garden of the West Indies”—Natural beauties of Christiansted—Enterprise of the Frederiksted inhabitants—Early home of Alexander Hamilton—Commerce and native products—Topography of island—Geological formations—Varied scenery—As a health resort—Climate and rainfall.

ST. CROIX is not the rich island it once was; but for natural beauty, fertility of soil, and high standard of sugarcane cultivation it is surpassed by few, if by any, of the West India Islands. Its wooded hills, cultivated valleys, and magnificent roads, lined on either side for miles by beautiful cocoanut or mountain cabbage palm, all help to justify its claim to the title which has been given it—“The Garden of the West Indies.”

Bassin, or Christiansted, situated to the north, is the seat of government; while West End, or Frederiksted, at the western extremity, though despoiled of much of its former grandeur by the destruction of its finest buildings in the riot of 1878, is the more important town commercially.

The town of Christiansted is picturesquely situated, within an amphitheatre of dark and lofty mountains, and an air of quiet repose about the place gives a decided contrast with the stir and bustle of St. Thomas. A sloop or two at anchor on the placid waters of the

harbour; a fishing boat near the wharf; the old red fort, with its guns peeping over the ramparts; the post-office hidden among the trees; the Custom House; streets branching off in various directions; a few individuals sauntering about leisurely; — this is one's first impression of the quietest and pleasantest town in the Danish West Indies. It is regularly laid out in squares, and possesses some fine buildings, notably Government House,—the largest in the Lesser Antilles. This building gives a fine appearance to King's Street, the principal thoroughfare of the place. At one time St. Croix was the seat of government for the Danish West Indies, but eventually this was transferred to St. Thomas. Latterly, since the passage of an ordinance to that effect, the Governor passes his time between the two places. Lutherans, Episcopalians, Roman Catholics, and Moravians have churches in Christiansted.

The entrance to the harbour at Christiansted is so tortuous that vessels of any size seldom attempt to enter. Sugar is shipped from this port, but the loading of vessels is all done by means of lighters, and practically all of the imports are received by way of Frederiksted and transported across the island by automobiles or around it in small sloops.

Of Frederiksted itself there is not much to be said except in praise of the energy and commercial enterprise of its inhabitants, who, in face of unparalleled misfortunes, have rebuilt their little town and are now doing a thriving business. Bay Street is once more the scene of great activity, especially during harvest time. Of special importance to Frederiksted is the fact that it is in direct steam communication with the United States. This has had a decided influence upon its

commerce and has, no doubt, been beneficial to its merchants. The Custom House, which during the riots was almost destroyed, has been restored and many new buildings have been put up to replace the old ones. Frederiksted has a population of about three thousand inhabitants. It has Lutheran, Episcopalian, Moravian, and Roman Catholic churches, a hospital, an apothecary hall, and one or two good boarding-houses. It was in this town that Alexander Hamilton served as a clerk before he emigrated to America.

Frederiksted does approximately eighty per cent. of the import and export business of St. Croix. It is located at the extreme western end of the island and is a port of call for the Quebec line of steamers that ply between New York and Georgetown, British Guiana, the steamers making fortnightly calls in each direction. Frederiksted's harbour being simply an open roadstead, is not a good harbour, and all passengers and cargo are landed by means of lighters and small boats. Several of the large sugar estates have resident agents in the town, and the greater portion of the sugar made here is shipped from this port.

St. Croix is able to produce all kinds of tropical fruits in abundance, and in recent years efforts have been made, and not unsuccessfully, by one or two planters, to cultivate systematically such fruit as oranges and bananas for local use with a view to exporting them in the future.

The shape of the island is elongated, its greatest extent being about nineteen (English) miles from east to west. From north to south the extent varies between five miles (toward the west) and one mile (toward the east). The area is about eighty-one (English) square miles, or 51,873 acres.

The northern part of the island is intersected from east to west by a range of hills, or low mountains, of which the highest summits—Mt. Eagle, 1116 feet (350 metres), and Blue Mountain, 1059 feet (332 metres)—are found toward the west. Toward the east the highest ridges do not reach above from 584 to 830 feet (183 to 260 metres).

The south-western part of the island is level or slightly undulating. Coral reefs extend along the shore except on the north-west where the water is one thousand fathoms deep. There are several small creeks or water-courses, of which Salt River in the north is the largest.

The coast line of St. Croix is more regular and the surface more level than in most of the Virgin Islands, the hills stretching only along the northern coast and through the eastern part of the island.

Along the coasts are found new alluvial formations, often enclosing lagoons, some of which are of considerable size. These lagoons are being gradually filled up with vegetable matter, as well as with sand and stones washed down from the hills by the rains. In the Virgin Islands many similar lagoons have been raised several feet above the level of the sea and laid completely dry, but no such thing has been observed in St. Croix.

The geological formations of St. Croix belong to different ages. The northern ridge is the older. It consists of the same species of stratified rocks (diabase, diorite, bluebit-conglomerate, felsite, also clay-slate and limestone) as the mountains of the Virgin group, and probably belongs to the same geological age. The rocky surface exhibits strongly disturbed strata, above which are found much less irregular beds of coral limestone and white marl, of a much later period. It is thought that the most recent formation of the

island is the level and undulating land to the south of the mountain ridge, which appears to rest on the coral rock. This coral formation is frequently found near the surface, in the eastern half of the island, while in the central and south-western parts it lies much deeper, covered by a heavy layer of clay and earth mixed with marl. The surface soil is alluvial, and the seashore sand consists largely of coral substances.

St. Croix has not inaptly been styled “The Garden of the West Indies,” on account of its superior cultivation, beautiful homes, and its fertility. Its extremely varied scenery possesses great interest for the student of nature as well as for those who look upon the island only as a health resort. To the lover of dark, gloomy mountains and large, waste lagoons the eastern part of the island offers many attractions. Here are to be found most of the stock estates with good pasturage for the rearing of sheep and oxen. Elsewhere the country is well cultivated; large sugar estates greet the eye at every turn of the fine macadamized roads which, hard, smooth, and level as a floor, intersect the country in all directions. A rich, fruitful valley occupies the central and most southern portion of the island, and a drive over the splendid road that runs from Christiansted to Frederiksted—a distance of fifteen miles—between rows of cocoanut trees, interspersed here and there with lovely areca palms, will amply reward any one who enjoys picturesque scenery and the purest of fresh air. Beyond are the fields, full of undulating canes ready for cutting. Hard by is a little village of labourers’ houses, substantially built and with an appearance of comfort sufficient to satisfy the most fastidious, and scattered over the country are many rich estates, while all about us are hills cultivated to

their very summit, and valleys constantly changing in hue with the alternations of sunlight and shadow. A windmill can be noted here and there, and now and then there is a glimpse of the sea. This is a landscape that is rarely seen outside of the tropics, and not often outside of St. Croix. Many are the delightful drives, each one with its own special attraction. To appreciate and understand the beauties of St. Croix, to assimilate them, as it were, one must see them, for so richly endowed by nature is the island that all descriptions fail.

It is natural to conceive that in order to induce such fertility a temperature at once equable and constant would be necessary. With such sudden changes as are incident to a northern climate this perennial verdure could not exist. The geographical position of these islands, however, is so favourable that it may truly be said that there are no seasons. It is true that in the months of December, January, and February it is cold enough for one to call for an extra covering at night, but then it is only the difference of a few degrees, for a comparison of the coldest month, February, showing 25.6° C. = 78.8° F., with the warmest, September, which registers 28.9° C. = 84.0° F., shows a difference of only 3.3° C. = 5.9° F. The yearly mean average is divided nearly equally through all the months. The same uniformity is observed in the daily variation, which scarcely ever surpasses 5° C. = 9° F., the thermometer rising gradually from six in the morning till two in the afternoon and falling just as gradually the rest of the twenty-four hours.

An equal regularity manifests itself with regard to the pressure of the atmosphere, the daily variations of the barometer being only about 0.05 inches, and the maximum yearly difference only 0.2 inches. The



View over the Open near "Slob" Estate, St. Croix

Photo by A. Ovesen



View over "Bethlehem" New Works, St. Croix

Photo by A. Ovesen

barometer is more seriously affected only during strong gales and hurricanes, when it falls sometimes as much as 2 inches. These hurricanes, as a rule, occur only during the period from August to October.

The mean annual quantity of rain is about the same in all the islands. In St. Thomas a twenty-four hours' consecutive rain rarely occurs,—at most, not more than three or four times a year. The rain usually falls in showers, and will often descend more copiously in from two to ten minutes than it does in so many hours in northern latitudes. Drizzling rains seldom occur, and mists and fogs are unknown. The showers are very local, one estate being frequently well watered while another in the immediate neighbourhood suffers from drought.

The following table was compiled by Dr. Hornbeck, who has given the mean rainfall for each month during eleven years, and the calculated mean annual rainfall:

	<i>English Inches.</i>
January.....	2.6
February.....	2.8
March.....	2.7
April.....	2.8
May.....	5.0
June.....	3.1
July.....	3.5
August.....	5.1
September.....	5.6
October.....	5.1
November.....	5.7
December.....	2.8
<hr/>	
Annual mean rainfall for eleven years.....	46.8

During the greater part of the year a fresh tradewind from the east is generally blowing. During the hurricane months,—August, September, and October,—and occasionally in other months, the tradewind becomes irregular and even ceases altogether. Owing to the shape of the island of St. Croix and its position in relation to the direction of the wind the eastern part gets less rain than the western, and because of its size and isolation St. Croix has a lesser rainfall than most of the other West India islands, excepting the other members of the Virgin group.

CHAPTER VII

ST. JOHN

Situation of St. John—Its history closely allied to that of St. Thomas—Best watered of Virgin group—Fertile soil—Bay leaves, limes, coffee, sugar, and tobacco—Scarcity of labour—Means of communicating with outside world—“Camel Mountain”—Hurricane-proof Coral Bay—Popular tourist resorts.

THE island of St. John lies in latitude $18^{\circ} 18' 8''$ north, and longitude $64^{\circ} 41'$ west. It is eight miles long and four miles wide in the broadest part. It was first formally taken possession of by the Danes in 1684, but was not colonized by them until 1716, when several men of St. Thomas received permission to cultivate it. Since this date its history has been closely allied to that of its more important sister island of St. Thomas.

The island consists of a mass of rugged and uneven hills, the highest of which has an elevation of one thousand feet. It is considered the best watered of the Virgin group, but, although possessed of great natural advantages, it enjoys little or no commercial prosperity.

The soil of St. John is very fertile, and the bay tree, which provides for the island its most important industry, flourishes in almost every part. The lime tree also does well here, but because of the lack at present of suitable transportation facilities the growing of limes receives but little attention. Coffee of a superior

quality, as well as sugar and tobacco, were cultivated in St. John to a considerable extent in former years, and might have been to this day if the emancipation of the slaves had not produced a scarcity of labour. Only a small quantity of sugar is produced in the island at present, though back in 1775, of the sixty-nine estates, twenty-nine were sugar plantations.

St. John may be reached by any of the sloops running between the islands; or from the east end of St. Thomas at Smith's Bay, by boat to Cruz Bay, which, consisting of a few detached houses, is called the town. Many years ago it rejoiced in a battery mounted with cannon, and a lieutenant with a detachment of twenty soldiers. Now only a judge and two policemen represent the majesty of the law in this peaceable and well-ordered island. Dutch-Creole was once the prevailing language, many of the planters being of Dutch descent. The present population of nine hundred consists almost entirely of negroes, who speak English. They are represented in the Colonial Council of St. Thomas and St. John by three members, one appointed by the government and two elected by the people. Only on horseback and not without a certain sense of fear can one ride along the pathways of the steep cliffs and mountains. Probably on account of the difficult roads and the distance between the estates, social life is virtually *nil*.

“Camel Mountain,” the highest peak in St. John, affords a fine view over the whole country, the sea, and surrounding islands. So bracing and deliciously cool is the atmosphere at the summit that one seems to be in another climate. Of the several bays running inshore Rif Bay is the most famous, on account of the Carib inscriptions on the neighbouring rocks. But there is



Emmans, Moravian Mission, St. John

Photo by Clare E. Taylor



East End Settlement, St. John

Photo by Clare E. Taylor

none more serviceable for large ships than Coral Bay—indeed it is the most serviceable in the Danish West Indies. Extremely wide, and surrounded on three sides by mountains which protect it from storms, it is hurricane proof. The steep dip of the mountains makes it possible for ships to go close under the land. The bay runs very far in, which makes it difficult for sailing vessels to get out when the tradewind is northerly. The hopes of the inhabitants of St. John were once centred upon this place as the possible rival of St. Thomas, and they even went so far as to lay out the land in magnificent town lots as the future port which was to attract all the trade, but their hopes were frustrated, and now the harbour shelters scarcely a fishing boat.

The lover of natural scenery will find much to reward him in his rambles over this picturesque island. Magnificent views are to be had everywhere, and whether walking, horseback riding, or boating the excursionist can be assured that he will always find himself in the most delightful surroundings. Should boating be preferable a pull to St. Mary's Point or to Smith's Bay is not easily forgotten. At the former will be found lofty granite cliffs studded with mica, that glimmer in the sunshine, while at Smith's Bay there is one of the finest bathing beaches that one will find anywhere. The bottom of the bay is of beautiful white sand, spread out like a carpet and covered with all sorts of brightly coloured marine plants. These plants spring up in graceful form and owing to the peculiar transparency of the waters seem quite near to the observer. It is a rare and pretty sight and never fails to call forth admiration. Denis Bay, America Hill, and Leinster Bay are popular resorts among the regular visitors to St. John and at

all these places good food and splendid living accommodations can be had at reasonable prices. The island has many other attractive places for the visitor in search of health and recreation.



A Chapel in St. John

Photo by W. J. Ryan



A Shepherd and his Sheep

Photo by W. J. Ryan

CHAPTER VIII

HARBOUR AND SHIPPING AT ST. THOMAS

Approaching landmarks—Lighthouse on Buck Island—Muhlenfel's Point and Cowell's Battery—Prince Rupert's Rock—Port charges and ship's dues—Clearance of vessels—Quarantine—Prevailing prices for accommodations and supplies—Stevedores, warehouses, and stores.

ST. THOMAS is almost surrounded by small islands and cays, with but very few hidden dangers to guard against along the coast. Approaching St. Thomas from the eastward two small islands will be observed on the south side, Frenchman Cap and Buck Island. Frenchman Cap is southernmost, and lies 208 degrees, four and one third miles from Dog Island, at the eastern extremity of St. Thomas. It is a remarkable islet, 300 yards long, 200 yards broad, and 195 feet high, covered with long grass and steep-to. On the northern side there are depths of six to eight fathoms at 400 yards from the islet, and on the southern side twenty-four fathoms at 200 yards. Buck Island is three quarters of a mile in length, 120 feet high in the eastern part, and lies about one and a half miles from the nearest shore of St. Thomas. It is steep-to on its southern side. Off the western end a shallow ledge extends to the distance of 100 yards, and to the north the sea depth is five fathoms at the same distance. Good landing will be found in the little bay on the west.

On Buck Island the Danish Government has constructed a new lighthouse and a quarantine station, which was completed on August 1, 1916. The lighthouse is on the highest north-eastern point of Buck Island, and the light shines forth from a square white tower $29\frac{1}{2}$ feet high. It shows three flashes every twenty seconds, namely, light $\frac{1}{3}$ second, dark $3\frac{2}{3}$ seconds, light $\frac{1}{3}$ second, dark $11\frac{2}{3}$ seconds. The height of the flame above the sea is about 125 feet and it is visible about 17.5 nautical miles, with illuminative powers for 23 nautical miles, and lenticular apparatus of the sixth class.

The position of the lighthouse is: north latitude $18^{\circ} 16' 48''$; west longitude $64^{\circ} 53' 36''$. In the bearings from about 304° to about 309° the light is hidden for about 2.4 nautical miles by the summit of the south-eastern part of the island. The lighthouse is unguarded.

The harbour of St. Thomas is practically land-locked, with the town of Charlotte Amalie directly facing its mouth. It lies in latitude $18^{\circ} 20' N.$, longitude $65^{\circ} 56' W.$ The harbour's entrance is narrow, three hundred yards wide at its narrowest part, but it has no bar and being open to the southward, is easy of ingress or egress night or day. It spreads out on either side into a circular basin about three quarters of a mile in diameter, with a mud and soft clay bottom, and the average depth of the water is six fathoms.

On the eastern point of the harbour entrance, which is called "Muhlenfel's Point," is a lighthouse from whose circular iron red tower, 118 feet above sea-level, is shown a revolving white light, that gives one flash every fifteen seconds that can be seen from a distance

of twelve to twenty miles at sea. Here is located also the old quarantine station. Directly opposite, on the western point, "Cowell's Battery" is the Government's Signal Station, which notifies the pilots as to the nationality and the point from which they are coming, of all vessels passing or entering the port. On the centre hill of the town are two fixed red range lights in white towers; the rear light is 303 feet and the front light 198 feet above the sea. Each light is visible ten miles and in line lead in mid-channel bearing 346° . The lights are intensified for 3° on each side of the range. They mark the direct centre of the harbour from the entrance. A fixed green light, visible two miles, is shown from the end of the jetty, which extends west-south-westward from the water battery of Fort Christian. A fixed red light, visible two miles, also is shown from the western angle of King's Wharf.

At the narrowest part of the channel into the harbour, about a half a mile north of the lighthouse, lies the so-called Prince Rupert's Rock. At its base large boulders, which are only just covered at high water, extend westward fifty yards. This group is whitewashed, and on the westernmost rock is an iron beacon with white staff and ball thirteen feet high. On the south the rocks are steep-to at thirty yards off. Between them and "Havernsight Point" the water is only twelve to fifteen feet deep.

There are no port or other similar charges on vessels in ballast or on those calling for orders, or to replenish their bunkers with coal, fuel-oil, etc., and vessels arriving in distress also are free from all charges, provided they are not condemned. The government's pilots meet all vessels outside the harbour, but pilotage

is optional. The pilot's tariff for the piloting of vessels to and from the harbour is as follows:

Ships-of-war, steamers belonging to companies habitually using a pilot, steamers entering for the purpose of replenishing their bunkers with fuel-oil or coal or for discharging coal or receiving orders:

<i>Draught.</i>	<i>Day.</i>	<i>Night.</i>
12 feet inclusive.....	\$ 4.00.....	\$ 6.00
From 12 to 16 feet.....	5.00.....	8.00
" 16 " 20 "	8.00.....	12.00
" 20 " 24 "	12.00.....	16.00
Over 24 feet.....	16.00.....	20.00

Other steamers:

12 feet inclusive.....	\$ 6.00.....	\$ 8.00
From 12 to 16 feet	8.00.....	12.00
" 16 " 20 "	12.00.....	18.00
" 20 " 24 "	18.00.....	24.00
Over 24 feet.....	24.00.....	32.00

For warping in the harbour, when demanded, the charges are the same as for piloting from the harbour.

For mooring, when demanded, the charge is half the amount fixed for warping, but not less than \$2.00.

Sailing Vessels:

<i>Draught</i>	<i>To the Harbour.</i>		<i>From the Harbour.</i>	
	<i>Day.</i>	<i>Night.</i>	<i>Day.</i>	<i>Night.</i>
10 feet inclusive.....	\$ 2.00.....	\$ 3.00.....	\$ 2.00.....	\$ 3.00
From 10 to 12 feet	3.00.....	4.50.....	2.00.....	3.00
" 12 " 14 "	4.00.....	6.00.....	3.00.....	4.00
" 14 " 16 "	5.00.....	7.50.....	3.50.....	5.00
" 16 " 18 "	6.00.....	9.00.....	4.00.....	6.00
" 18 " 20 "	7.00.....	10.50.....	5.00.....	7.00
" 20 " 22 "	8.00.....	12.00.....	6.00.....	8.00
" 22 " 24 "	10.00.....	15.00.....	7.00.....	10.00
Over 24 feet.....	15.00.....	24.00.....	10.00.....	15.00



Buck Island Lighthouse

Photo by Clare E. Taylor

The former light dues are abolished.

Ship's dues are payable by vessels discharging or partly discharging, loading or partly loading, in the following manner:

(1) Vessels of 50 registered tons and upwards, per ton of goods discharged or laden.....\$0.50

(2) Vessels upward of 20 registered tons, but under 50 registered tons, per ton of goods discharged or laden..... 0.25

(3) Vessels of 20 registered tons or less, that discharge one ton of goods or upwards, per registered ton of entire burden, inward and outward..... 0.15

(4) Sailing vessels under the Danish flag trading between what were formerly the Danish West Indian Islands, that discharge or load one ton of goods or upwards, per registered ton of entire burden..... 0.02

(5) Steamers under the Danish flag trading between what were formerly the Danish West Indian Islands, per ton of goods discharged or laden..... 0.02

(6) Vessels of 50 registered tons and upward discharging or transshipping coal, for every registered ton discharged.....\$0.32

(7) Vessels of 50 registered tons and upward, loading coal from the shore or in other vessel, pay no ship dues on account of the coal.

(8) Vessels mentioned *sub 1* and *2*, to or from which cargo, excepting coal, is transshipped, two fifths of the charges specified *sub 1* and *2*; but should the transhipment be effected from and to vessels of the same line, the charge specified *sub 1* will be but one eighth.

(9) Vessels registered in what were formerly the Danish West Indian Islands are exempt from ship dues when the voyage does not go beyond the customs district of St. Thomas, which comprises the islands of

St. Thomas and St. John, with the islets thereto belonging.

Ships of war and other government vessels, Danish or foreign, not used in the carrying trade, are exempt from ship dues.

As soon as a vessel has anchored, the clearance, manifest, bills of lading, and other documents relating to the cargo shall be delivered upon demand to the Harbour Master or his assistant, who shall forthwith hand them over to the Custom House. The master of the vessel shall furthermore, within twenty-four hours after the arrival of the vessel, appear in person at the Custom House and deposit the vessel's certificate of measurement or register, or any corresponding ship's paper, which document will remain in the keeping of the Custom House until the vessel is cleared outwards, unless the said ship's papers are deposited at the Consulate of the nation to which the vessel belongs. In that case the Consul becomes officially responsible for the appearance of the papers whenever required until the vessel is cleared at the Custom House. Before commencing the discharge, not later than twenty-four hours after the arrival of the vessel, the master shall sign at the Custom House the general "Entry" made out there concerning the entire cargo, including a statement as to what part of the cargo is destined, respectively, for landing, transshipment, and for exportation in the same vessel. If a vessel enters in ballast the master is bound by the regulations respecting the delivery of documents showing what the vessel carries, as well as the ship's papers, and must make entries that are required for vessels arriving with cargo. If a vessel arrives on a holiday, or on the day before a holiday, the time allowed the master to make general



Entrance to St. Thomas Harbour

Photo by A. Ovesen



Wharves of the Hamburg-American Line, St. Thomas

Photo by Clare E. Taylor

entry is extended twenty-four hours for each intervening holiday.

When clearing a vessel, the master shall sign the clearance, which, if it be for a foreign port, may be made under general heads, such as provisions, dry-goods, etc. But according to the old regulations if it was destined for the mother country or another of the Danish West Indies the report of the whole cargo must specify marks, numbers, contents, net or gross weight, and measurement of gauge, and must state whether the goods are exported for account of the master or others.

Upon arrival of all vessels, before *pratique* is allowed with the shore, the vessel is boarded by the Health Officer of the port, to whom the bill of health from the last port is to be delivered. Passengers and crew are to be lined up for inspection. The cost of this visit is for a ship or any other three-masted vessel, brig, brigantine, or any steamer of two hundred tons or upward, \$3.00; for a schooner, sloop, or smaller vessel, \$2.00. Between six P.M. and six A.M. the fee is double. When the Health Officer is ordered to visit on board a vessel in consequence of disease having occurred while in port or during the voyage, or because the vessel has come from an infected or suspected port, the fees are the same as above. If it is found necessary to place the ship under quarantine observation of some duration, or under quarantine for the purpose of discharging or disinfecting, the following further charges will eventually be made: For the Health Officer's additional visits, fees as above specified; for quarantine guard on board, not more than \$1.00 per day for each person and board as one of the crew, and materials for fumigation at their cost. The fumigation fee is \$10.00.

If any of the crew is placed in quarantine at the Station the cost of same per day is: First class board and lodging, \$2.50; second class board and lodging, \$1.75; third class board and lodging, \$1.00.

Stranded vessels, and vessels that on account of contrary winds, damage sustained at sea, or other disastrous occurrences, or for the purpose of saving the cargo, put into the port are exempt from ship dues inward and outward so far as it concerns the goods brought and re-exported in the vessel. The cargo discharged from such a vessel, but re-exported for account of the original owners in the same vessel, or in another vessel, is also exempt from import duty, provided that the exportation takes place within one year from the importation.

Prices Asked for Various Accommodations and Supplies.

Lighterage. For lighters, of from ten to fifteen tons capacity, without labour, per day, \$5.00.

Ballast. Rock or sand ballast can be obtained at \$1.00 per ton, f. o. b.

Bunkers. There are all facilities for the bunkering of vessels, day or night, with all grades of coal, and fuel oil. The port is so completely protected that steamers can lie alongside the coal wharves in perfect safety, even during the hurricane months. American coal, such as Pocohontas, New River, Eureka, etc., has been selling at the rate of \$6.00 per ton alongside. Trimming in bunkers costs twopence per ton extra. When ships are supplied in the stream from lighters, two shillings per ton extra are charged. Merchant vessels can be supplied at the rate of from 60 to 150 tons per hour, day or night, according to their bunker accommodations.



Signal Station, St. Thomas

Photo by Clare E. Taylor



Floating Dock, St. Thomas

Photo by A. Ovesen

Water. Water is usually supplied at present from large water boats, and is pumped into the ship by motor boats. The present prevailing price is \$1.00 per tun of 250 gallons.

Docking. There is a floating dock measuring 250 feet in length and 70 feet in width, and having a gross lifting weight of 3000 tons. Vessels with a 300-foot keel, drawing 20 feet of water, can be taken up. The charge for docking varies from 60 to 90 cents per ton for the first day, and for succeeding days it ranges as low as 10 cents.

There is also a repairing slip, on which vessels are taken at the same rates.

The facilities for repairing are excellent, there being many competent ship carpenters, sailmakers, and riggers, also an up-to-date machine repairing shop.

Stevedores. There are many stevedores on the island who are always ready to make tenders for the discharging and loading of vessels.

Warehouses. There are many large warehouses, constructed of metal, stone, wood, etc., both on the wharves and in the town, that shipmasters can hire at reasonable rates.

Stores. Ship stores are obtainable nearly as cheap as in the United States, owing to the nominal import duty. The principal imports at St. Thomas are coal, fuel oil, lumber, general provisions, dry-goods, spirits, etc.; while the chief articles of export are bay rum, hides, and skins. There is no export duty.

CHAPTER IX

THE WEST INDIAN COMPANY AND OTHERS

Capital stock—Operations at St. Thomas—A gigantic project—Dredging and reclamation of land areas—Description of dock and accessories—Facilities for supplying steamers—Board of Directors—The East Asiatic Company—St. Thomas Dock, Engineering and Coaling Company—Large floating dock—Creque's Marine Slip and Coal Yard.

THE West Indian Company, Ltd., a joint-stock company organized under the laws of Denmark on October 16, 1912, with domicile originally in Copenhagen, is the largest concern dealing intimately with the affairs of St. Thomas; and its new harbour works, coaling station, and complements in Longbay promise to be, when fully completed, the finest of their kind in the West Indies. This organization might be regarded as an offspring of the East Asiatic Company, Ltd., which established a successful business in the Danish West Indies in 1903. Its interests here now, however, and since the end of 1915, are in the hands of the West Indian Co., Ltd., which acts as its agent. To return the compliment, so to speak, the East Asiatic Company, Ltd., represents the interests of its St. Thomas successor in Copenhagen.

The capital of this new syndicate is Kr. 6,000,000 (\$1,680,000), divided into Kr. 3,000,000 stock shares, and Kr. 3,000,000 4% interest-bearing bonds, of which

Kr. 2,291,300 was paid in on December 31, 1913, leaving an unpaid balance of Kr. 708,700. Practically all of these interests are in Danish hands, the controlling stock being held by the East Asiatic Co., Ltd., under whose auspices the preliminary surveys were begun in the year 1904. Serious work was started in May, 1913, the company being represented in St. Thomas by three engineers from the mother country,—Messrs. K. B. Hey, Oluf Olsen, and H. Linde; while the principal contracting firm, Messrs. Monberg, Saabye & Lerche, was represented by Baron Lerche and Mr. Kjaer Petersen. On October 9, 1915, the company's headquarters were transferred to St. Thomas. In the early part of 1916 formal announcement was made that the first large section of their extensive new harbour works had been completed, the depth of the water in the harbour and in Longbay basin having been increased to 31 feet (9.5 metres), while new quays and wharves had been constructed totalling 3200 feet (970 metres) in length. The wharves are provided with modern methods for securing vessels alongside.

The present work is but a part of a more gigantic project that its promoters, in anticipation of a generous share of the Panama Canal trade, planned to carry into effect in the island. This original undertaking, which would have required a capital stock of not less than \$7,000,000, embraced the reclamation of the entire eastern corner of St. Thomas harbour, where there is a naturally spacious basin, and the erection there of piers, warehouses, oil tanks, electric light plants, huge water reservoirs, machine-shops, a dry-dock, and a break-water, such as would have made the St. Thomas port the best equipped of any in the Caribbean Sea. Various obstacles were met with, however,—principally the

difficulty in procuring all the necessary funds from purely Danish investors, which was very desirable,—with the result that the original plans were pared down so as to accommodate themselves to the Danish capital already subscribed.

The spot selected for the company's operations lies in an inward curve of the land that forms a perfect semicircle from Havernsight Point to Fredericksberg Point, but a short distance east of the Custom House and King's Wharf, which directly faces the harbour mouth. This area, which is admirably situated for docking purposes, comprises a basin of water approximating 2430 feet across and extending inward some 2000 feet. The hills on this part of the island half encircle the spot, and form a perfect protection in times of storm. Had the original scheme been adhered to, the entire shore of this basin would have been reclaimed, and dock embankments would have been built around the entire curve, with a projecting pier 2000 feet long in the centre, a dry-dock 800 feet in length at the seaward end, and a breakwater to afford greater protection in rough weather from the south.

Considerable dredging was found necessary in order to make the approach to the dock practicable for vessels drawing 30 feet of water, and a channel, varying from 400 to 500 feet in width, has been dredged out. Owing, also, to the narrow margin of the shore—scarcely more than a strip at the base of the hills—it was found necessary to build land along the entire portion of the curve, and this has been done with the sand, clay, and shells dredged from the channel, the result being the reclamation of approximately 50 acres of ground, which represents a filling-in of over 600,000 cubic yards of soil. Upon this area already stand the



Dock and Wharves of the West Indian Company



Huge Coal Crane Laid Low by Hurricane

Photo by Clare E. Taylor

two coal cranes, and the space for the coal supplies, two large oil tanks, a pumping plant, a warehouse, and the electric power plant. It is proposed to construct a second large warehouse later on, and should future conditions in St. Thomas warrant it, there is ample space for the erection of two or three good-sized factory buildings, for the profitable manufacture of such articles as are at present imported at considerable expense. In addition to the 50 acres of reclaimed land, the company possesses about 30 acres of land that immediately adjoins, and another 40 acres near by.

The dock itself has an iron facing of sheet-piling, known as the Larssen system, which consists of trough-like piles, seven eighths of an inch thick, which alternately turns the trough inward and outward, the piles being kept together by rivets along the edge of each. They are kept in place partly by being driven into the solid ground and partly by being bolted to a system of wooden piles on the landward side. The wooden piles, of which over 8000 were used, are of American yellow pine, averaging from eight to fourteen inches in diameter and from sixteen to fifty feet long. The space between the piles has been filled in with soil dredged from the bottom of the channel. The pier measures 2100 feet in length, with a bridge extension of 264 feet from its west end. The depth of the water along the whole length of the pier is $31\frac{1}{2}$ (Eng.) feet at mean low water, with a height above mean sea-level of $8\frac{1}{2}$ feet.

There is accommodation for 180,000 tons of coal, and two large electric conveyors have been provided for discharging and bunkering, each capable of delivering 150 tons per hour. The coal is weighed automatically on officially adjusted weighing scales. These coal-

conveyors cover a space of 1200 by 241 feet, which represents the ground covered by the conveyors in moving over the tracks.

On the adjoining area is a large warehouse suitable for storing cargo of all kinds. It is constructed of corrugated iron sheets, with lower roof of asbestos sheets, and a concrete floor. It is 450 feet long, 52 feet wide, and 24 feet high from the floor to the eaves of the roof.

Directly back of the coal cranes two oil tanks have been erected, 110 feet in diameter, 30 feet high, with a capacity of 8000 tons each. Pipes lead to the quay berths, including the oil pier which is 264 feet long. A pumping plant of two force-pumps for receiving and discharging oil through the pipe lines that lead from the tanks to the wharf front, where connections are made with the ships, is capable of pumping fuel oil on board at the rate of 300 tons per hour.

Fresh water is obtained from three nearby wells, and can be delivered aboard vessels at the rate of 15 tons (250 gallons to the ton) per hour. Later on seven additional wells will be drilled, a filter station and reservoir will be built to contain one thousand tons, and when the business of the company demands, a second reservoir will be constructed capable of holding two thousand tons. In addition to supplying what vessels may come into St. Thomas, these reservoirs will be ample to accommodate the needs of the town, should future opportunities arise for such service. Upon the receipt of the necessary machinery, delivery pipes will be extended the entire length of the wharves, making it possible to supply vessels with fresh water at the rate of 50 tons per hour.

For the lighting and operation of the dock by elec-

tricity a power house (built on hardwood piles, with a concrete foundation) has been erected, and here two Diesel motors of 300 horsepower each have been installed. The lighting on the docks is done by metallic incandescent lamps of 400 candle-power. A pumping-house, for cooling the motors with sea-water, has also been put up and connected with the engine rooms. The dynamos and coal cranes used are manufactured by the firm of Titan, in Copenhagen, while the Diesel motors have been purchased from Burmeister & Wain of that city. The lighting system, besides supplying all the needs of the dock, furnishes lights for the city, which until recently depended upon gas, and has facilities in readiness for operating a wireless station, whenever such may be erected. These plants have been installed by Messrs. Andersen & Meyer, Copenhagen, and the West Indian Company itself.

The West Indian Company, Ltd., has a small machine-shop at present but plans in the future to enlarge its plant and extend the scope of its work.

In addition to its operations already indicated, the Company undertakes the loading and discharging of vessels, and for those anchored away from their wharves has provided four iron lighters (two having a capacity of 300 tons, and two of 70 tons) and nine wooden lighters (one of 10 tons capacity, and the others ranging between 15 and 25 tons capacity). Besides these the company owns one iron water boat (of 22 tons capacity) and three wooden water boats (of 18 to 20 tons capacity) and a lighter with motor pump attachment for pumping water.

The work has been carried out entirely by Danish engineers and mechanics, of whom about fifty were brought out from Denmark; while native labour found

employment to the extent of about three hundred persons. The pay given to the natives was sixty cents a day for unskilled hands and \$1.25 for mechanics. The total cost, up to date, for the first large section of the extensive works, including electrical plant and the lighting of the city, approximates \$1,500,000, and it is estimated a further sum of \$500,000 will be needed before the present plans are entirely completed.

His Royal Highness, Prince Valdemar of Denmark, is the Protector of the company, and the Board of Directors consists of: Governor L. C. Helweg-Larsen, Chairman; Captain H. P. Berg (who is also the Managing Director of the company, with head offices in St. Thomas); and Messrs. A. H. Lockhart, I. de Lugo, P. Schack-Eyber, and V. P. Thorsen.

The East Asiatic Company, Ltd., founded in the year 1897, is reputed to be one of Denmark's most enterprising and successful steamship concerns. The company's head office is at Copenhagen, with branches in Bankok, Singapore, Shanghai, Vladivostok, San Francisco, and Valparaiso. It owns many fine steamers, embodying all the latest improvements, and in addition to its shipping other departments represent many varied activities. Formerly a monthly steamship service was maintained with the West Indies, with an office at St. Thomas. This was established in the year 1903 in order, so it is reported, to help the Danish West Indies when the question of their sale to the United States was on the carpet. A noteworthy success attended these efforts.

Its coal depot in the harbour was up to a few years ago one of the finest and best equipped in the West Indies. Its site is on the left-hand side of the entrance to St. Thomas harbour, on a slope of Orkan-



Hon. C. H. Payne, American Consul at St. Thomas for Fourteen Years



Dr. Viggo Christensen, Whose Suggestion Gave Rise to the Name
"The Virgin Islands of the
United States of America"

Photo by Funker Jensen



View over West Indian Company's Plant after the Hurricane

Photo by Clare E. Taylor

shullet Island. It is located on a wooden wharf that has a frontage of 300 feet, with 31 feet of water alongside. Since the completion of the extensive harbour works of the West Indian Company, Ltd., however, the old East Asiatic docks and coaling station have remained practically unused.

During the second half of the year 1914 the West India line was run somewhat irregularly, owing to the war. The total number of callings at St. Thomas were nevertheless somewhat numerous, as the company's ships, which passed through the Panama Canal, all called at St. Thomas to discharge cargo for transhipment to the Antilles. About this time the work on the new harbour in Longbay for the *new* "West Indian Co., Ltd.," in which the East Asiatic Co., Ltd., held controlling shares, and under whose direction the preliminary surveys were made, was drawing to a completion, and on the 4th of December, 1915, official announcement was made that the branch office of the East Asiatic Co., Ltd., in St. Thomas had been taken over by the West Indian Co., Ltd., and that the latter company would in future act as the former's agents. All of its investments here, with the exception of Water Island, were purchased by, or otherwise transferred to, the West Indian Co., Ltd., which, as agents of its parent concern, has attended to the business involved by the rare and irregular callings of its West Indian steamers.

The St. Thomas Dock, Engineering and Coaling Company, Ltd., is the product of an amalgamation of the West Indian interests of the Royal Mail Steam Packet Company and the St. Thomas Dock Company, effected in July, 1909, and its head offices are in London. One of the company's chief assets is its floating dock,

250 feet long, 70 feet broad, which is capable of accommodating vessels of 3000 tons, gross weight, a keel of 300 feet, and a draft of 20 feet.

The company's wharf on a slope of Orkanshullet Island, on the left-hand side of the entrance to St. Thomas harbour, is 220 feet long, and has a depth alongside of 31 feet. On the wharf is a small warehouse, a crane capable of lifting 20 tons, and space for the accommodation of a limited supply of coal and water. The Dartmouth Coaling Company is in reality the agent for the St. Thomas coal supply business at this wharf, and 10,000 tons were sold during the year 1915. The water tanks are capable of holding 1100 tons.

The St. Thomas Dock, Engineering and Coaling Co., Ltd., owns four iron lighters (one of 50, two of 25, and one of 15 tons capacity), and three water boats,—two of iron (of 25 and 15 tons capacity, respectively), and one of wood (of 8 tons capacity).

Its most active interests, however, are in its machine-shop, where the work executed includes the casting of iron and brass, as well as engineering work of all kinds, for which there is a fair equipment of machinery and other facilities to meet urgent demands. The motor force of the plant is supplied by a sixty horsepower Tangye's gas engine.

The company is agent for the Royal Mail Steam Packet Company, which, in the year 1885, moved their West Indian headquarters from St. Thomas to Barbados, and usually does the coaling, etc., work for the Quebec Steamship Company, the F. Leyland Company of Liverpool, and for numerous tramp steamers. Mr. Charles B. Stewart, the British Consul in St. Thomas, is the local Superintendent for this company.

In the western part of the harbour, under the ruins

of Shipley Battery, there is a marine slip, with cradle, capable of taking vessels of 400 tons. Its length is 156 feet and its width 30 feet. The pier is 200 feet long, and the depth of water alongside is 31 feet. There are accommodations for coal supplies, but very little business is being done at present along these lines.

This concern formerly went under the name of the "Orkanshullet Island Coal and Oil Fuel Depot," and cost its original promoters approximately a quarter of a million dollars. A disinclination of a majority of the shareholders to meet an additional outlay in connection with the undertaking resulted in its sale, at a nominal price in 1910 to Mr. Henry O. Creque. This gentleman has since died, but the marine slip, coaling, and shipping business that he formerly carried on is now being conducted by his son, Mr. Hermann O. Creque.

CHAPTER X

STEAMER SERVICE

Hamburg-American Line—Steamers received by this company in St. Thomas in 1913—Money paid out to natives—Coal depot and wharves—Fine office building—History and activities of the Quebec Steamship Company—Compagnie Générale Transatlantique—Connections at San Juan—Inter-island service—Arrivals and departures of vessels in 1916.

The Hamburg-American Line, which was founded in 1847, extended its service to the West Indies in 1871, and in 1873 established its West Indian office at St. Thomas. From the date of its first appearance in these waters, a steady increase in business followed its efforts, up to the time of the outbreak of the present European war. During the calendar year 1913 the total number of German steamers that were received by this company at St. Thomas numbered 177, of which 172 belonged to the fleet of the Hamburg-American Line; and an increase would have followed in the succeeding year had the war not interfered, inasmuch as the number of steamers registered at St. Thomas up to the first of August, 1914, totalled 104. Practically all of this number proceeded from Hamburg to the West Indies. Transshipping business for the year preceding the war included 350,000 packages, containing general merchandise, besides 900 tons of wood. During the St. Thomas financial year (from

April 1st to March 31st), 1913-1914, 63,000 tons of coal were sold from its wharves. The American "Eureka" was most generally used, and was imported through the Berwind-White Coal Mining Company of New York. The financial year 1914-1915 found but 28,000 tons of coal utilized, and for the past year no supplies at all are reported to have been brought in.

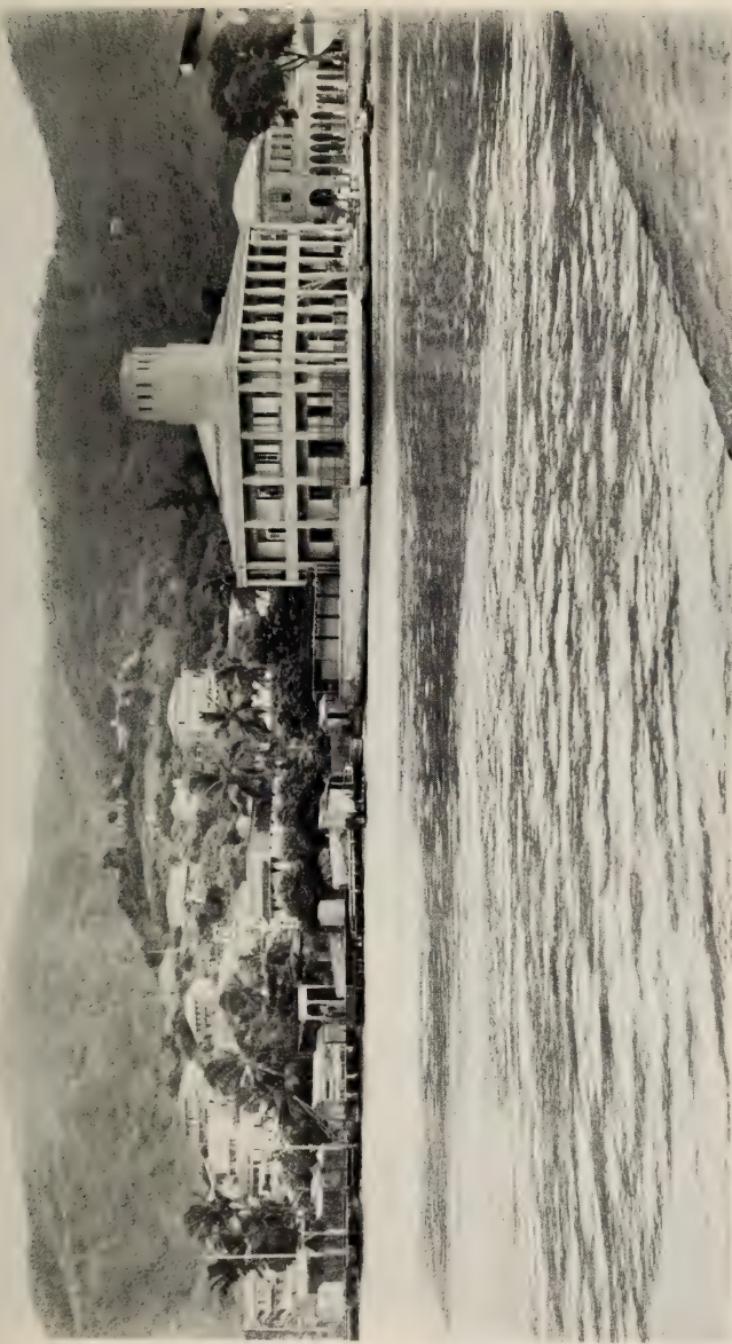
Employing many hundreds of the natives of St. Thomas for the coaling of their vessels, the Hamburg-American Line paid out to them for their services an average amount of Fr. 125,000 (\$24,125.00) monthly; and this sum sometimes rose as high as Fr. 150,000. The benefits that have been lost to the local community on account of the temporary forced abandonment of this shipping business needs no comment. It has for the most part affected the labourers, who depended almost entirely upon this source for their livelihood, and it is of deep concern also to the local tradespeople and others who profited largely by their sales to the ships' officers and crews, as well as to the great number of tourists that these steamers regularly brought here.

The coal depot and wharves of the Hamburg-American Line occupy about eight acres of land (three of which are rented and five owned) on the slope of Orkanshullet Island, on the left-hand side of the entrance to St. Thomas harbour. The company's dock frontage is 300 feet, with a depth of 30 feet of water alongside. Plans are in mind for an extension of its docks at the conclusion of the war. The company has three large warehouses, one constructed of iron and two of stone. These are capable of storing a whole steamer's cargo. The tanks and cisterns for water have a capacity of approximately 1500 tons. Rain-water chiefly is used in St. Thomas, and excellent

facilities are provided by the Hamburg-American Line for its conservation above the coaling depot; a galvanized iron roof painted white and having across its centre the huge letters H. A. L. catches the water and conveys it to large tanks below. The most perfect of their rainwater systems, however, can be observed in the large new office building, directly facing King's Wharf where, on the third storey and just below the roof, are tanks and cisterns that hold 60 tons of water. When these are full, or whenever the water is needed, a splendid system of pipe lines conveys it readily to another large tank, in the yard below, holding 80 tons. Two steel water boats are in service, which are, respectively, of 15 and 25 tons capacity.

The company possesses, for the accommodation of its lighters, a marine slip, which has a steam engine attachment for hauling. Six lighters are employed, totalling 400 tons capacity, the smallest of 10 tons, the largest of 100 tons, while the remaining have from 60 to 80 tons capacity. Steam launches are employed for towing these lighters, and the company owns also a large up-to-date motor launch for passenger transport service.

The office building of the Hamburg-American Line is one of the best constructed and most imposing edifices in St. Thomas. Besides, its location, next to King's Wharf and directly facing the entrance to the harbour, is all that could be desired. The building is of concrete construction. Two floors are for office purposes and the third storey is filled with water tanks and cisterns. Special precautions were taken in the building to insure against possible damage from earthquakes. The building is 130 feet in length, 85 feet in width, and cost approximately \$60,000.00. It was



Hamburg-American Line Office Building

Photo by H. Petersen

completed in July, 1914. The second storey is utilized for office purposes by the company itself, while the lower floor is at present vacant.

The management of the St. Thomas business has been since August, 1913, under the direction of Mr. Julius Jochimsen, who holds also the office of local German Consul.

A regular semi-monthly West Indian service for both freight and passengers is carried on by the Quebec Steamship Company, whose New York offices are located at No. 32 Broadway. Three of the steamers are fitted out with comfortable passenger accommodations and proceed from New York to Demerara, British Guiana, stopping at all of the important island ports *en route*. St. Thomas is the first port touched at going south and the last place visited on the trip north. Frederiksted, St. Croix, is visited in each direction and during the sugar-shipping season a few calls are made at Christiansted. However, owing to the unfavorable condition of the harbour at the latter place, the Quebec Line goes there only when the weather conditions are satisfactory.

The Quebec Steamship Company was founded in the year 1867 in conformity with the laws of the Dominion of Canada, under the name of the Quebec and Gulf Ports Steamship Company, with its head office at Quebec. Having established itself at New York by opening a line from there to Bermuda in 1874, the company in 1880 started the first steam communication between New York and the Windward Islands, when it operated several steamers of 1500 to 2000 tonnage. To-day the company employs for this service the steamship *Guiana*, which was built in England in 1907 and has a displacement of 7300 tons; the *Parima* with

a displacement of 6870 tons, and the *Korona* of 6450 tons. In addition, two freight steamers, the *Canadian* and the *Trinidad*, are run on this line, carrying large cargoes of foodstuffs from New York to St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Martinique, Dominica, St. Lucia, Barbados, and Demerara, and taking back from these places cargoes of sugar, molasses, lime juice, fresh limes, and general cargo.

A monthly service between St. Thomas and San Juan, Porto Rico, is maintained by the steamship *Abd-el-Kader* of the Compagnie Générale Transatlantique. This boat sails from ports in Cuba, Haiti, Santo Domingo, and Porto Rico to ports in the Lesser Antilles. It takes seven and a half hours for the trip from San Juan to St. Thomas and the fare is now twenty dollars, having been raised from eight dollars since the beginning of the European war. Passengers, mail, and freight are carried, but as the steamer does not stop at St. Croix transshipments for that island have to be made at St. Thomas.

At San Juan it is possible to connect with direct steamers for the United States, Cuba, Santo Domingo, South America, France, and Spain. Previous to the middle of 1914, it was not necessary to go to San Juan for these connections as the following lines were making regular calls at St. Thomas: Hamburg-American Line, the East Asiatic Company, Ltd., Compagnie Générale Transatlantique, Royal Mail Steam Packet Company, Leyland Line, Quebec Steamship Company, Royal Dutch West Indian Mail, La Véloce Company, and the Herrera Steamship Line.

On April 24, 1916, there was inaugurated between St. Thomas and Fajardo, Porto Rico, a regular weekly sailing service by means of which mails are despatched

from what were the Danish West Indies to Porto Rico and the United States every Monday and the return mails brought from Porto Rico to St. Thomas on the following Thursday. Mr. Émile A. Berne, a prominent business man of St. Thomas, is at the head of the enterprise and for the present is employing for this service his five-ton sloop *Oriole*, which for some months previous had been making irregular trips to and from Porto Rico for the accommodation of such passengers and small cargo business as could not await the monthly sailings of the French line steamships.

A subsidy of approximately \$50.00 per month, for a period of six months, was subscribed to the *Oriole* service by the St. Thomas business men, when this service was first started, and it was hoped to increase this amount to \$80.00 per month.

The *Oriole* can comfortably accommodate five passengers, and the present price of a ticket between St. Thomas and Fajardo is ten dollars. The sloop generally leaves St. Thomas at nine o'clock Monday evenings and, with a fair breeze, can make Fajardo on the following morning.

Immediately after its inauguration, the postal authorities in Porto Rico resolved to make use of the *Oriole's* weekly trips to Fajardo and to establish the desired weekly mail service with St. Thomas. According to the present arrangement, the mail for St. Thomas and her sister islands is received at the Post Office in San Juan up to 9 o'clock on Wednesday evenings so as to be despatched on the following morning in time to reach Fajardo by midday on Thursdays when the *Oriole* is scheduled to leave, arriving in St. Thomas, weather and tide permitting, on Friday morning. In addition, the postmaster in Porto Rico communicated

with the New York postal authorities for the despatch from that port to Porto Rico of any American mail destined for the former Danish West Indies, excepting when a steamship was going from New York directly to St. Thomas, and as a result the St. Thomians are able to receive their American and European mail at least once every week, whereas formerly the intervals between the receipt of the foreign mails sometimes extended over a month's time.

In conjunction with the weekly service of the *Oriole*, Mr. Berne put in operation his new, twenty-one ton motor-boat *Carmen* during the early part of January, 1916, and shortly afterwards established an automobile service between Fajardo and San Juan, by means of which passengers are enabled to purchase tickets from St. Thomas direct to San Juan. The price of these through tickets is \$15.00 one way, and \$25.00 for the round trip. In addition, this motor-boat is being used for excursion purposes, whenever there is a demand, among the three islands of St. Thomas, St. Croix, and St. John, as well as Porto Rico and the neighbouring island of Tortola.

Between St. Thomas and St. Croix the sloop *Mizpah* maintains a semi-weekly service, carrying mail and passengers. The *Mizpah* leaves St. Thomas every Monday and Friday at midday, and with favouring winds and seas takes about six hours to make the trip. Other small craft carry on an irregular service between these two islands, and at all times some kind of a sea-going craft can be hired to make the trip should such be found desirable.

The distance from St. Thomas to St. Croix is about forty-two miles and with the exception of the aforementioned *Mizpah* the only regular means of trans-



Coal Women in St. Thomas



Cane Gatherers

Photo by A. Ovesen

portation is by the steamers of the Quebec Steamship Company. The fare is \$3.00 one way, either by steamer or sloop.

Two semi-weekly sailing services are regularly carried on between St. Thomas and St. John, one by a nine-ton mail boat, which sails on Tuesdays and Fridays, and the other by a twenty-ton sloop owned and operated by Mr. A. H. Lockhart, which carries passengers and small freight, and which also makes her trips on Tuesdays and Fridays.

Motor-boats, sloops, and sailing craft of various sizes and descriptions make irregular trips between St. Thomas and St. John, as well as to the neighbouring islands of Porto Rico, Tortola, etc., and can be counted on for such service at almost any time.

The following table shows the arrivals and departures of vessels of all nationalities at the port of St. Thomas during the fiscal year ended March 31, 1916.

STEAMSHIPS AND MOTOR-BOATS

No.	Nationality.	Tonnage.
28	Danish	43,876
124	English	241,854
22	French	25,577
16	Norwegian	24,121
3	Swedish	5,494
7	Dutch	10,796
33	American	97,293
2	Dominican	310
1	Spanish	2,857
2	Mexican	5,074
3	Brazilian	5,053
241	Total	462,305

The Virgin Islands

SAILING VESSELS

<i>No.</i>	<i>Nationality.</i>	<i>Tonnage.</i>
48	Danish	5,361
54	English	2,263
4	French	332
7	Norwegian	9,843
28	Dutch	1,549
36	American	7,562
1	Russian	451
<hr/>		
178	Total	27,361

CHAPTER XI

HARBOUR FACILITIES

Lack of good harbours in St. Croix—Wharf at Frederiksted—Coral reefs outside Christiansted—No improvements at St. John—St. Croix port charges—Import tariff.

In Frederiksted, the port at which most boats stop in St. Croix, there is no protected harbour. The boats anchor about half a mile from shore in the open roadstead and the freight is lightered each way. Passengers are transported by rowboats operated by natives.

The wharf is a substantial concrete structure about thirty feet wide and extending fifty feet from shore. At this distance out the water has a depth of some twelve feet. A hand-operated crane capable of lifting one ton is conveniently mounted on the wharf.

The harbour at Christiansted is well protected from heavy seas, but the entrance is so filled with coral reefs that the channel is tortuous and dangerous. The boats of the Quebec Steamship Company frequently enter the harbour during the sugar-shipping season but avoid it at other times. Since most of the traffic between the islands is carried on in small sloops the harbour is adequate, although if a portion of the reef were removed a greater degree of safety would be assured them as well as larger boats.

The steamers entering Christiansted anchor some

distance out in the harbour, lightering all freight. The sloops, however, can tie up to the wharf, which is similar in construction and equipment to the one at Frederiksted.

As the island of St. John has no commerce except that which can be carried on in small sailing boats there have never been any harbours or ports built up there. However this could be done with great ease if conditions warranted it, as there are many natural harbours that have deep water and are well protected from storms. In this respect it is perhaps better off than either St. Thomas or St. Croix. The most attractive of these natural harbours is Coral Bay, which according to reliable authority can be developed into a harbour larger than St. Thomas and superior to it in many respects.

The largest settlement is at Cruz Bay where there is a wharf about twelve feet wide and thirty feet long and eight feet of water. As this bay is on the side of St. John nearest to St. Thomas it would afford an excellent harbour for the small craft that might ply between the islands if St. John should ever become as populous as it once was or if it were to become popular as a tourist resort, for which it is so well suited.

St. Thomas is practically a free port and there are no port or wharfage dues. However, 6 cents a ton is charged on all goods handled here for transshipment.

At Frederiksted wharfage is charged at the following rates: Hogshead, 10 cents; tierce, 17 cents; barrel or bag, 4 cents; case, from 1 to 3 cents according to its size. The crane may be used free of charge.

There are no wharfage dues at Christiansted but for the crane the charge is 2 cents a bag.

In St. Thomas the import tariff is 6 per cent. *ad*



Government House, Christiansted

Photo by A. Ovesen

valorem on all classes of merchandise and the duties are based on the invoice for the goods.

St. Croix imposes an import tax even against goods which have been previously entered at St. Thomas. These taxes are in accordance with a government schedule and vary with the classifications into which imports are divided. One class, consisting of things necessary to the development of the island, such as agricultural implements, drain pipes, and windmills, is admitted duty free. The other several classes are obliged to pay the following taxes: One at fixed or specific amounts, such as lard at \$2.00 per 100 pounds; one at 5 per cent.; one at $12\frac{1}{2}$ per cent.; one at 20 per cent.; one at 25 per cent.; and one which includes all distilled alcoholic liquors, at 5 francs (or one dollar) per gallon.

CHAPTER XII

IMPORTS AND EXPORTS

St. Thomas the logical distributing centre—Importance of location on direct line between European ports and Panama Canal as well as between important ports of the two Americas—Imports and exports of what were formerly the Danish West Indies during the fiscal year ending March 31, 1916—The United States furnishes greater part of supplies for three islands even during normal times.

THE group of land areas generally denominated up to March 31, 1917, as the Danish West Indies embrace some fifty or more independent islands, but only three of these are of sufficient size and importance to be known by name to any but topographers and local inhabitants.

St. Thomas lays claim to particular attention owing to its possession of one of the best harbours in all the West Indies; St. John is noted as the home of the bay tree (*Pimenta acris*) from the leaves of which is produced the famous bay rum of these islands, with the reputation of being the finest in the world; and St. Croix, or, as the Spanish called it, Santa Cruz, is famous as a sugar-growing country and as the producer of the well-known Santa Cruz rum.

Because of its peculiar geographical position, St. Thomas is the logical distributing centre for goods, from Europe or the United States, destined to any of the islands of the Caribbean or to the northern ports of South America. It is located on the direct line of communication between European ports and the en-

trance to the Panama Canal and in addition is in the path of vessels plying between the Atlantic ports of the two Americas or between the Atlantic and Pacific ports of these two continents. St. Thomas, which lies about 50 miles east of Porto Rico, is just 1444 miles from New York, 1020 miles from the Atlantic entrance to the Panama Canal, and 480 miles from La Guaira, the chief port of Venezuela. Its location commands the Virgin Passage to the Caribbean Sea, the easternmost gateway to that body of water. In normal times transportation facilities between St. Thomas and the other islands of the Lesser Antilles are fairly good, permitting a salesman with headquarters in this island to make the rounds of his business at frequent intervals; and merchandise transshipped at this point may be delivered without undue delay.

The commerce of St. Thomas during normal times amounts to slightly more than one million dollars during the year, but for the fiscal year ending March 31, 1916, it amounted to only about three quarters of a million dollars. The imports embrace a wide variety of articles, but the exports are confined principally to bay rum and a few hides and skins.

The following table shows the value of the St. Thomas imports, with principal countries of origin, for the fiscal year ending March 31, 1916:

ARTICLES AND PRINCIPAL COUNTRIES OF ORIGIN.
1915-16

Drugs and chemical preparations:	Beverages:
	(a) Mineral water:
Denmark..... \$ 530.56	Denmark..... \$ 8.51
Great Britain..... 874.79	Great Britain..... 48.89
France..... 24.53	France..... 21.37
United States..... 2,533.69	West Indies..... 18.82
West Indies..... 316.70	<i>Total</i> \$ 97.59
<i>Total</i> \$ 4,280.27	

Beverages—Continued

(b) Beer, porter, and malt extract:	
Denmark.....	\$ 9,352.92
Great Britain.....	682.86
United States.....	106.88
West Indies.....	2.01
<i>Total</i>	\$10,144.67
(c) Wine:	
Denmark.....	\$ 78.86
Great Britain.....	393.19
France.....	2,526.49
Germany.....	203.19
United States.....	401.38
Other countries.....	994.96
<i>Total</i>	\$4,598.07
(d) Spirits:	
(1) Danish brandy and aqua vitae:	
Denmark.....	\$ 485.36
Other Countries.....	27.07
<i>Total</i>	\$ 512.43
(2) Brandy:	
Great Britain.....	\$ 807.23
France.....	343.31
<i>Total</i>	\$ 1,150.54
(3) Gin:	
Great Britain.....	\$ 433.66
Holland.....	9,662.30
West Indies.....	2.90
<i>Total</i>	\$10,098.86
(4) Liqueur:	
Denmark.....	\$ 159.40
France	268.29
<i>Total</i>	\$ 427.69
(5) Rum:	
West Indies.....	\$5,847.99
(6) Whisky:	
Great Britain.....	\$ 3,632.18
(7) Other spirits:	
Denmark.....	\$ 313.58
Great Britain.....	194.93
West Indies.....	19,149.75
<i>Total</i>	\$19,658.26
Fish & animal products (for those hermetically sealed see <i>Conserves</i>):	
(a) Fish, fresh:	
West Indies.....	\$ 540.02
(b) Fish, dried, salted, smoked, etc.:	
Denmark.....	\$ 1,143.31
Great Britain.....	37.36
United States.....	4,475.25
West Indies.....	184.92
<i>Total</i>	\$ 5,847.84
(c) Poultry, all kinds:	
United States.....	\$ 32.12
West Indies.....	341.10
<i>Total</i>	\$ 373.22
(d) Sheep & goats:	
West Indies.....	\$ 2,639.28
(e) Horses:	
West Indies.....	\$ 101.33
(f) Horned cattle & calves:	
West Indies.....	\$ 8,400.33
(g) Mules & asses:	
West Indies.....	\$ 203.04



The "Herald" Printing Office, Christiansted

Photo by A. Ovesen



Marines from the "Valkyrien" Marching through Frederiksted, St. Croix

Photo by A. Ovesen

(h) Hogs & pigs:

United States.....	\$ 5.02
West Indies.....	1,053.78
<i>Total</i>	\$ 1,058.80

(i) Beef, pork, sausages, hams, tongues, etc. (smoked, salted, etc.):

Denmark.....	\$ 139.43
United States.....	7,651.65
West Indies.....	16.21
<i>Total</i>	\$ 7,807.29

Dye-stuffs, painting material, & varnish:

Great Britain.....	\$ 5,430.00
Holland.....	208.98
United States.....	1,453.14
West Indies.....	191.78
Other countries.....	7.00

Total..... \$ 7,290.90

Lard, animal & vegetable:

United States.....	10,122.37
West Indies.....	1.51
<i>Total</i>	\$10,123.88

Footwear:

Denmark.....	\$ 10.72
Great Britain.....	1,034.29
France.....	177.28
United States.....	11,661.91
West Indies.....	985.23
Other Countries.....	635.29

Total..... \$14,504.72

Fruit, vegetables, etc:

(a) Fresh:	
France.....	\$ 67.16
United States.....	5,063.76
West Indies.....	7,299.78

Total..... \$12,430.70

(b) Dried, such as dates, figs, almonds, nuts, raisins, currants, prunes, etc.:

Great Britain.....	\$ 185.43
France.....	36.25
United States.....	1,255.82
West Indies.....	28.68
<i>Total</i>	\$ 1,506.18

Fancy goods:

Denmark.....	\$ 59.56
Great Britain.....	1,096.24
France.....	3.51
United States.....	6,624.84
West Indies.....	18.27
Other countries.....	18.34
<i>Total</i>	\$ 7,820.76

Glassware:

Denmark.....	\$ 2,199.81
Great Britain.....	178.10
France.....	2.78
United States.....	3,187.42
West Indies.....	602.55
<i>Total</i>	\$ 6,800.66

Cereals, all kinds:

Denmark.....	\$ 64.41
Great Britain.....	358.43
United States.....	1,106.19
West Indies.....	106.35
<i>Total</i>	\$ 1,635.38

Gold, silver, & plated ware:

Denmark.....	\$ 81.90
Great Britain.....	41.79
Germany.....	48.23
United States.....	288.66
West Indies.....	65.23
<i>Total</i>	\$ 525.81

The Virgin Islands

Earth & clay:

(a) Natural condition:	
(b) Cement:	
Denmark.....	\$ 5,625.64
United States.....	30.61
West Indies.....	<u>682.45</u>
<i>Total</i>	\$ 6,338.70

(c) Chinaware, crockery, earthenware, etc.

Denmark.....	\$ 54.78
Great Britain.....	578.05
United States.....	950.69
West Indies.....	<u>86.89</u>
<i>Total</i>	\$ 1,670.41

Coffee (all kinds) and substitutes:

Great Britain.....	\$ 42.19
United States.....	352.67
West Indies.....	<u>2,467.84</u>
<i>Total</i>	\$ 2,862.70

Confectionery, sweet-meats, chocolate, cocoa, etc.

Denmark.....	\$ 123.23
Great Britain.....	1,114.53
France.....	40.57
United States.....	1,612.44
West Indies.....	<u>2,657.25</u>
<i>Total</i>	\$ 5,548.02

Conserves, all kinds unless specially mentioned:

Denmark.....	\$ 1,094.92
Great Britain.....	1,340.10
France.....	395.53
United States.....	4,261.93
West Indies.....	246.82
Other countries.....	<u>185.48</u>
<i>Total</i>	\$ 7,524.78

Grain & breadstuffs:

(a) Beans and peas:

United States.....	\$ 7,229.99
West Indies.....	<u>77.76</u>
<i>Total</i>	\$ 7,307.75

(b) Oats:

Denmark.....	\$ 71.37
United States.....	<u>463.47</u>
<i>Total</i>	\$ 534.84

(c) Corn:

United States.....	\$ 3,414.62
West Indies.....	<u>54.38</u>
Other countries.....	<u>246.08</u>
<i>Total</i>	\$ 3,715.08

(d) White flour:

United States.....	\$ 62,300.88
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(e) Corn meal:

United States.....	\$ 10,028.32
West Indies.....	<u>125.45</u>
<i>Total</i>	\$ 10,153.77

(f) Rye-flour:

United States.....	\$ 3,377.04
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(g) Other grain mftres:

Great Britain.....	\$ 1,450.52
France.....	<u>113.05</u>
United States.....	<u>2,439.06</u>
West Indies.....	<u>21.20</u>
<i>Total</i>	\$ 4,023.83

Powder & ammunition:

United States.....	\$ 1,919.48
West Indies.....	<u>183.41</u>

<i>Total</i>	\$ 2,102.89
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Spices:

Great Britain.....	\$ 226.48
United States.....	202.53
West Indies.....	8.01
<i>Total</i>	\$ 437.02

Coal:

Hard coal:	
Great Britain.....	\$ 345.15
United States.....	82,013.41
West Indies.....	856.39
<i>Total</i>	\$83,214.95

Charcoal:

West Indies.....	\$ 3,850.05
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Dry goods:

(a) Of cotton:	
Denmark.....	\$ 240.79
Great Britain.....	24,901.74
France.....	288.60
Germany.....	100.78
United States.....	11,517.51
West Indies.....	2,347.99
<i>Total</i>	\$39,397.41

(b) Of wool:

Great Britain.....	\$ 664.00
United States.....	14.05
<i>Total</i>	\$ 678.05

(c) Of silk:

Great Britain.....	\$ 181.43
United States.....	48.30
<i>Total</i>	\$ 229.73

(d) Mixed:

Denmark.....	\$ 16.08
Great Britain.....	638.64
France.....	991.82
Germany.....	23.49
<i>Total</i>	\$ 1,670.03

(e) Apparel:

Denmark.....	\$ 7.96
Great Britain.....	2,212.80
France.....	14.62
United States.....	2,764.34
West Indies.....	462.65
Other countries.....	11.58
<i>Total</i>	\$ 5,473.95

(f) Hats & caps:

Great Britain.....	\$ 420.05
United States.....	185.16
<i>Total</i>	\$ 605.21

Margarine:

Holland.....	\$ 738.48
United States.....	5,042.65
<i>Total</i>	\$ 5,781.13

Machinery & parts:

Denmark.....	\$ 474.17
Great Britain.....	29.97
United States.....	274.06
West Indies.....	20.07
<i>Total</i>	\$ 798.27

Metal:

(a) Raw, in blocks, ingots, etc.:	
Great Britain.....	\$ 680.41
United States.....	45.66
West Indies.....	46.97
<i>Total</i>	\$ 773.04

(b) Mftd., such as
wire, pipes, plates,
poles, etc.:

Denmark.....	\$1,766.78
Great Britain.....	2,899.01
United States.....	6,741.32
West Indies.....	708.90
Other countries.....	15.44
<i>Total</i>	\$12,131.45

Metal—Continued

(c) Other manu-	
factures, excepting	
those previously	
mentioned:	
Denmark.....	\$ 1,094.08
Great Britain.....	2,001.14
Germany.....	184.53
United States.....	3,740.98
West Indies.....	455.53
<i>Total</i>	\$ 7,476.26

Oils:

(a) Gasoline:	
United States.....	\$ 94.57
West Indies.....	511.31
<i>Total</i>	\$ 605.88
(b) Petroleum:	
Great Britain.....	\$ 19.05
United States.....	3,990.95
West Indies.....	319.98
Other countries.....	136,460.40
<i>Total</i>	\$ 140,790.38

(c) Machine oil:

Great Britain.....	\$ 37.36
United States.....	944.09
West Indies.....	70.88
<i>Total</i>	\$ 1,052.33

(d) Paint oil:

Great Britain.....	\$ 150.56
United States.....	430.05
<i>Total</i>	\$ 580.61

(e) Bay oil:

West Indies.....	\$ 490.19
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(f) All other oils:

Great Britain.....	\$ 1,375.64
France.....	2,069.69
Holland.....	781.95
United States.....	1,847.55
West Indies.....	143.58
Other countries.....	21.23

Total..... \$ 6,239.64

Cheese:

Denmark.....	\$ 110.65
Great Britain.....	44.96
Germany.....	128.79
Holland.....	350.91
United States.....	4,436.87
<i>Total</i>	\$ 5,072.18

Paper & paper goods:

Denmark.....	\$ 982.10
Great Britain.....	1,178.09
France.....	815.66
Germany.....	13.84
United States.....	3,688.46
West Indies.....	948.96
<i>Total</i>	\$ 7,627.11

Perfumery & sweet-scented articles:

Great Britain.....	\$ 491.41
France.....	2,096.11
Germany.....	82.77
United States.....	505.35
West Indies.....	32.37
<i>Total</i>	\$ 3,208.00

Corks:

Denmark.....	\$ 50.04
Great Britain.....	435.12
France.....	100.17
United States.....	255.42
Other countries.....	2.90
<i>Total</i>	\$ 843.65

Rice:

Great Britain.....	\$ 4,770.46
United States.....	341.62
West Indies.....	321.90
<i>Total</i>	\$ 5,433.98

Salt:

Great Britain.....	\$ 14.32
United States.....	43.08
West Indies.....	99.25

Total..... \$ 156.65



King's Street, Frederiksted, St. Croix

Photo by A. Ovesen



The American Consulate, St. Thomas

Photo by Clare E. Taylor

Ships, boats, and vessels:

United States.....	\$ 598.73
West Indies.....	889.15
<i>Total</i>	\$ 1,487.88

Butter:

Denmark.....	\$ 10,408.25
United States.....	2,559.57
West Indies.....	11.45
<i>Total</i>	\$ 12,979.27

Playing Cards:

United States.....	\$ 146.09
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Starch:

United States.....	\$ 2,015.49
West Indies.....	13.51
<i>Total</i>	\$ 2,029.00

Straw & straw goods such as hats, baskets, etc.:

Great Britain.....	\$ 3,542.28
United States.....	743.80
West Indies.....	414.31
Other countries.....	3,071.68
<i>Total</i>	\$ 7,772.07

Sugar:

United States.....	\$ 4,023.16
West Indies.....	107.00
<i>Total</i>	\$ 4,130.16

Soap (not sweet-scented):

Denmark.....	\$ 223.12
Great Britain.....	6,464.71
France.....	44.03
United States.....	739.18
<i>Total</i>	\$ 7,471.04

Tea:

Denmark.....	\$ 17.26
Great Britain.....	1,340.16
United States.....	923.02
<i>Total</i>	\$ 2,280.44

Tar & pitch:

Great Britain.....	\$ 35.64
United States.....	110.49
<i>Total</i>	\$ 146.13

Tobacco products:

(a) Leaves & stalks:	
United States.....	\$ 4,027.44
West Indies.....	10,433.63
<i>Total</i>	\$ 14,461.07

(b) Cigars:

Denmark.....	\$ 399.56
Holland.....	544.83
United States.....	158.27
West Indies.....	3,926.09
<i>Total</i>	\$ 5,028.75

(c) Cigarettes:

Great Britain.....	\$ 2,577.04
United States.....	45.01
West Indies.....	2,501.06
Other countries.....	144.51
<i>Total</i>	\$ 5,267.62

(d) Other Mftres.:

Denmark.....	\$ 98.67
Great Britain.....	597.50
United States.....	76.10
<i>Total</i>	\$ 772.27

Rope:

Great Britain.....	\$ 517.82
United States.....	1,628.43

<i>Total</i>	\$ 2,146.25
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Wood:

(a) Boards, planks,
etc., raw, planed,
or tongued:

United States.....	\$ 4,333.53
West Indies.....	343.90
Other countries.....	28.95
<i>Total</i>	\$ 4,706.38

(b) Staves for barrels
& boxes:

United States.....	\$ 4,213.36
Other countries.....	633.28
<i>Total</i>	\$ 4,846.64

(c) Shingles:

West Indies.....	137.49
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(d) Other wooden
articles: (except
matches & carriage
appliances):

Denmark.....	\$ 141.23
Great Britain.....	143.95
United States.....	3,019.02
West Indies.....	72.17
<i>Total</i>	\$ 3,376.37

Matches:

Denmark.....	772.23
Other Countries.....	1,452.30
<i>Total</i>	2,224.53

Carriage appliances:

Denmark.....	\$ 80.42
United States.....	272.99
West Indies.....	6.52
<i>Total</i>	\$ 359.93

**All other articles not
mentioned above:**

(a) Duty free:

Denmark.....	\$ 7,924.18
Great Britain.....	4,748.06
United States.....	2,428.34
West Indies.....	2,963.17
Other countries.....	6.52

Total..... \$18,070.27

(b) Dutiable:

Denmark.....	\$ 4,371.86
Great Britain.....	4,771.25
France.....	2,845.44
Germany.....	408.90
Holland.....	313.26
United States.....	16,074.81
West Indies.....	3,512.33
Other countries.....	413.34

Total..... \$32,711.19

NOTE: For the harbour works
at Longbay goods were imported
to an aggregate value of \$19,164.90
which is not included in the above
summary.

The total value of the St. Thomas imports during the financial year from April 1, 1915, to March 31, 1916, with the exception of the machinery and material brought in for use at the harbour works at Longbay, as given out by the Customs authorities and shown in the foregoing tables, amounted to \$734,680.38, which was shared as follows by the several countries of origin:

United States, \$332,286.11; West Indies, \$91,747.77; Great Britain, \$88,410.96; Denmark, \$50,777.70; France, \$13,286.26; Holland, \$12,600.71; Germany, \$1,194.52; all other countries, \$144,376.35.

As there are no export duties exacted in St. Thomas and St. John no statistics covering the exportation of articles from these two islands are obtainable, with the exception of those that were kept at the American Consulate for goods invoiced for some port in the United States or Porto Rico.

According to the returns made by the St. Thomas Consulate during the calendar year ending December 31, 1915, the following shipments were made to some port in the United States: Bay rum, valued at \$145.62; beeswax, \$67.24; cocoa, \$106.69; copper, \$53.42; copper nails, \$5.41; copper still, \$80.00; goatskins, \$3,588.13; hides, \$3,053.10; mirrors, \$7.00; old metal, \$614.23; old brass, \$49.25; rum, \$69.75. In addition, shipments were invoiced to some port in Porto Rico as follows: Angostura bitters, valued at \$53.88; butter, \$234.05; charcoal, \$259.60; engine parts, \$15.05; gin, \$50.25; household furniture, \$309.50; malted milk, \$386.66; playing cards, \$301.29; Ship's awnings, \$227.50; whisky, \$118.87.

According to the Custom House statistics, the values of the imports into St. Thomas during the financial year from the first of April, 1913, to the 31st of March, 1914, were as follows: From Denmark, \$45,851.20; Great Britain, \$144,444.17; France, \$19,230.73; Germany, \$55,629.81; Holland, \$21,302.86; United States, \$552,902.38 (which includes 88,715 tons of coal, valued at \$253,606.76); other West India islands, \$108,063.98; other countries, \$33,010.79; total, \$980,435.92.

For the financial year ending March 31, 1915, the

values of the St. Thomas imports were given as follows: From Denmark, \$48,985.37; Great Britain, \$131,385.77 (which includes coal valued at \$1,035.79); France, \$12,572.12; Germany, \$28,870.88; Holland, \$17,603.65; United States, \$429,800.33 (which includes coal valued at \$139,595.79); other West India islands, \$83,513.62; other countries, \$9,694.63; total, \$762,426.37.

According to the St. Croix Customs statistics both the imports and exports of this island are classified into six groups, as follows: A.—Duty-free goods; B.—Goods on fixed duty; C.—Goods on five per cent. duty; D.—Goods on twelve and a half per cent. duty; E.—Goods on twenty-five per cent. duty; and F.—Goods on twenty per cent. duty.

The value of the importations through the port of Frederiksted, St. Croix, during the fiscal year ending March 31, 1916, is given as follows:

A. Goods Entering Duty Free.

1. Agricultural implements, exclusive of ploughs and harrows (which are listed under Tariff number 12), also Paris Green: From Denmark, \$187.21; United States, \$928.14; other foreign places, \$372.88; total, \$1,488.23.

2. Heads and staves: From the United States, \$1,365.48.

4. Hogsheads for sugar, rum, and molasses: From St. Thomas, \$165.98; United States, \$160.19; other foreign places, \$148.61; total, \$474.78.

6. Manure, artificial and natural: From other foreign places, \$19.30.

8. Steam engines and parts thereof: From Denmark via St. Thomas, \$419.00; United States, \$10,605.54; other foreign places, \$77.20; total, \$11,101.74.

13. Implements for manufacturing sugar and rum, also lime: From the United States, \$810.02.

14. Fire-bricks: From St. Thomas, \$72.38; United States, \$221.95; total, \$294.33.

15. Mineral coal: From St. Thomas, \$1,263.19.

16. Wooden hoops: From the United States, \$41.30.

17. Vegetables and garden plants: From St. Thomas, \$80.29; United States, \$2,183.22; other foreign places, \$314.20; total, \$2,577.71.

18a. Sugar bags: From the United States, \$80.29; other foreign places, \$1,371.84; total, \$1,452.13.

The total value of the importations under Schedule A, as given in the foregoing statement, amounted to \$20,888.21.

B. Goods that Enter on Fixed Duty.

19. Wheat flour: From the United States, \$1,335.17.

21. Peas, dried, and beans of every kind: From the United States, \$525.93.

22. Fish, salt and plain dried: From Denmark via St. Thomas, \$60.22; St. Thomas, \$13.32; United States, \$2,563.43; total, \$2,636.97.

23. Fish, pickled, of every kind: From St. Thomas, \$6.95; United States, \$3,818.89; other foreign places, \$48.64; total, \$3,874.48.

24. Fish, smoked, of every kind: From the United States, \$1,241.38.

25. Pork, salted and smoked, exclusive of hams (which are listed under Tariff number 32): From St. Thomas, \$17.37; United States, \$3,936.81; other foreign places, \$121.59; total, \$4,075.77.

26. Beef, salted and smoked: From the United

States, \$495.62; other foreign places, \$17.37; total, \$512.99.

27. Meal, wheat: From St. Thomas, \$730.89; United States, \$39,095.05; other foreign places, \$160.19; total, \$39,986.13.

28. Meal, maize: From St. Thomas, \$137.61; United States, \$32,549.06; other foreign places, \$252.06; total, \$32,938.73.

29. Meal, other kinds: From St. Thomas, \$15.25; United States, \$1,763.25; total, \$1,778.50.

30. Cheese: From Denmark via St. Thomas, \$106.15; St. Thomas, \$28.18; United States, \$1,436.89; other foreign places, \$9.65; total, \$1,580.87.

31. Sausage and tongues, smoked and salted: From Denmark via St. Thomas, \$116.96; United States, \$18.53; total, \$135.49.

32. Hams: From the United States, \$1,404.46.

33. Butter: From Denmark via St. Thomas, \$2,232.82; St. Thomas, \$336.59; United States, \$5,088.25; other foreign places, \$36.48; total, \$7,694.14.

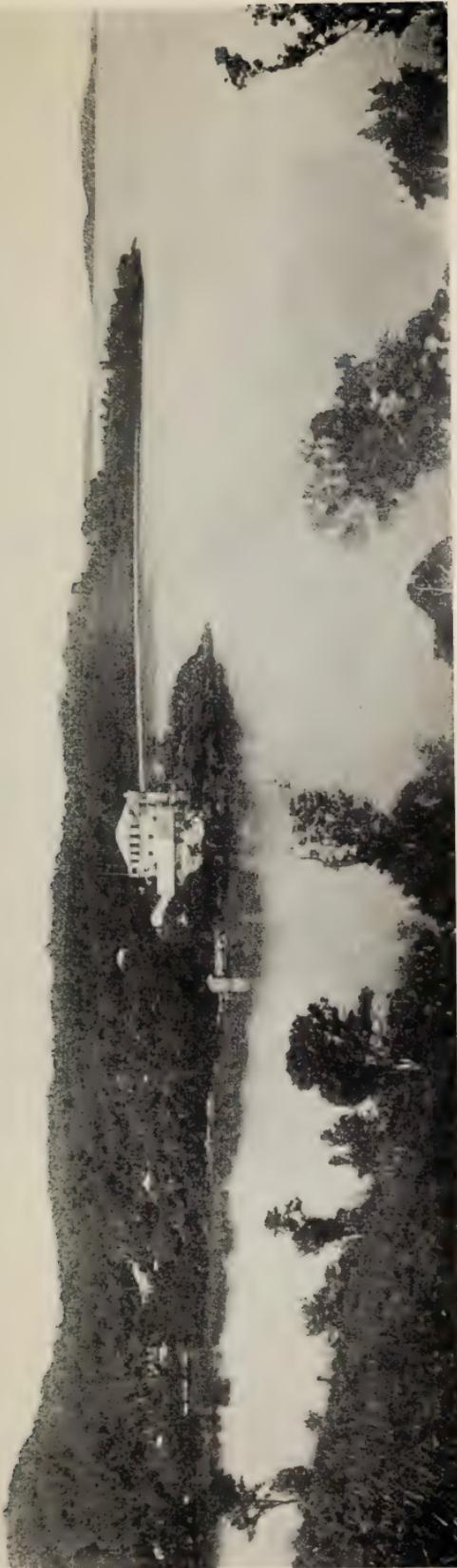
34. Lard: From St. Thomas, \$42.46; United States, \$11,833.99; other foreign places, \$83.96; total, \$11,960.41.

The total value of the importations under Schedule B, as given in the foregoing statement, amounted to \$111,681.42; and the sum of the customs duties paid on these importations amounted to \$11,259.04.

C. Goods that Enter on Five Per Cent. Duty.

37. Oats: From St. Thomas, \$11.58; United States, \$661.22; total, \$672.80.

39. Lime, slaked and unslaked, chalk, cement, plaster of Paris, etc.: From Denmark via St. Thomas, \$434.25; St. Thomas, \$5.79; United States, \$1,239.45; other foreign places, \$6.37; total, \$1,685.86.



Cruz Bay, St. John, with Judge's House in the Foreground

Photo by Clare E. Taylor

40. Carts, wheels, axles, boxes for carts, and sugar wagons: From the United States, \$925.82.

41. Animals, living, of all kinds, exclusive of horses, mules and asses (see Nos. 67, 10 and 18): From other foreign places, \$93.61.

42. Leather, raw: From Denmark via St. Thomas, \$34.16; United States, \$565.30; total, \$599.46.

44. Maize and bran: From St. Thomas, \$3.67; United States, \$94.76; other foreign places, \$6.76; total, \$105.19.

45. Metals, iron, steel, etc.: From Denmark via St. Thomas, \$535.19; United States, \$1,838.33; other foreign places, \$56.16; total, \$2,429.68.

46. Oilmeal: From Denmark via St. Thomas, \$1,217.44; St. Thomas, \$1,416.23; other foreign places, \$17.17; total, \$2,650.84.

47. Canvas: From the United States, \$259.20; other foreign places, \$44.39; total, \$303.59.

51. Nails, spikes, and screws: From Denmark via St. Thomas, \$27.60; St. Thomas, \$2.70; United States, \$365.93; other foreign places, \$24.32; total, \$420.55.

52. Tallow: From the United States, \$76.04.

53. Tar, pitch, and resin: From St. Thomas, \$55.00.

54. Rope: From Denmark via St. Thomas, \$156.52; United States, \$523.42; total, \$679.94.

56. Lumber and timber for building purposes, exclusive of mill-timber (see No. 11), also wood for fuel: From St. Thomas, \$6,695.36; United States, \$423.06; other foreign places, \$177.37; total, \$7,295.79.

57. Tools of every kind: From Denmark, \$15.83; Denmark via St. Thomas, \$220.41; St. Thomas, \$647.90; other foreign places, \$318.45; total, \$1,202.59.

58. All other goods which enter on five per cent. duty and cannot be listed with any other in this class

(C): From St. Thomas, \$30.30; United States, \$555.84; other foreign places, \$213.65; total, \$799.79.

58a. Charcoal: From St. Thomas, \$992.02; other foreign places, \$370.17; total, \$1,362.19.

The total value of the importations under Schedule C, as given in the foregoing statement, amounted to \$21,358.74; and the sum of the customs duties paid on these importations amounted to \$1,010.36.

D. Goods that Enter on 12½ Per Cent. Duty.

59. Drugs of all kinds, also mineral waters: From Denmark, \$47.86; Denmark via St. Thomas, \$805.78; St. Thomas, \$451.43; United States, \$2,389.92; other foreign places, \$192.81; total, \$3,887.80.

60. Coffee: From St. Thomas, \$168.68; United States, \$181.23; total, \$349.91.

61. Confectionery: Chocolate, sweetmeats, preserves, dried and preserved fruits, etc.: From Denmark, \$12.93; Denmark via St. Thomas, \$115.22; St. Thomas, \$26.83; United States, \$1,170.16; other foreign places, \$278.31; total, \$1,603.45.

62. Articles of food (luxuries):

a. Preserved, animal as well as vegetable, in hermetically sealed tins: From Denmark, \$9.07; Denmark via St. Thomas, \$230.06; St. Thomas, \$12.16; United States, \$1,080.61; other foreign places, \$26.06; total, \$1,357.96.

b. Otherwise preserved, also tinned and smoked goods, such as anchovies, sardines, etc., excepting such as are classed under Nos. 23-26: From Denmark via St. Thomas, \$26.63; St. Thomas, \$135.68; United States, \$40.34; other foreign places, \$74.50; total, \$277.15.

63. Fancy articles of all kinds, gold, silver, plated

wares, cases, trinkets, toys, umbrellas, etc.: From Denmark, \$804.23; Denmark via St. Thomas, \$168.10; St. Thomas, \$714.29; United States, \$3,766.01; other foreign places, \$3,337.94; total, \$8,790.57.

64. Glasswares of all kinds, excepting such as is classed under the heading Fancy Articles: From Denmark, \$33.79; St. Thomas, \$9.07; United States, \$637.87; other foreign places, \$13.12; total, \$693.45.

65. Groats of all kinds: From Denmark, \$27.99; Denmark via St. Thomas, \$76.04; St. Thomas, \$769.68; United States, \$1,360.65; other foreign places, \$564.33; total, \$2,798.69.

66. Hats and caps: From Denmark, \$23.35; St. Thomas, \$576.11; United States, \$721.63; other foreign places, \$500.06; total, \$1,821.15.

67. Horses: From other places, \$33.78.

68. Musical instruments: From the United States, \$47.86.

68a. Margarine: From the United States, \$1,894.30.

69. Hardware of all kinds, excepting such as is classed under Nos. 13, 45, 48, 51, and 57: From Denmark, \$128.35; Denmark via St. Thomas, \$544.45; St. Thomas, \$691.71; United States, \$13,006.08; other foreign places, \$3,383.68; total, \$17,754.27.

70. Clothing, ready-made, of every kind: From Denmark, \$378.67; Denmark via St. Thomas, \$27.21; St. Thomas, \$118.70; United States, \$2,389.92; other foreign places, \$1,352.74; total, \$4,267.24.

71. Candles of every kind: From St. Thomas, \$43.81; United States, \$91.87; total, \$135.68.

72. Dry goods:

a. Linens of every kind: From Denmark, \$3.28; Denmark via St. Thomas, \$30.88; United States, \$250.90; other foreign places, \$258.81; total, \$543.87.

b. Cottons and articles of cotton and linen mixed, stockings, gloves, ribbons, cordage, thread, etc.: From Denmark, \$33.78; Denmark via St. Thomas, \$73.92; St. Thomas, \$474.20; United States, \$6,516.45; other foreign places, \$8,869.51; total, \$15,967.86.

c. Cloth, bamboo, and other articles of clothing, also woollen articles of every kind: From St. Thomas, \$53.08; other foreign places, \$457.99; total, \$511.07.

d. Silk and all sorts of goods mixed with silk, stockings, gloves, ribbons, cordage, thread, etc.: From St. Thomas, \$9.26; other foreign places, \$157.30; total, \$166.56.

73. Furniture of every kind, mattresses, etc.: From the United States, \$360.52; other foreign places, \$8.11; total, \$368.63.

74. Painters' wares, paints, colours, oils, and varnishes: From Denmark via St. Thomas, \$283.13; St. Thomas, \$93.99; United States, \$1,317.23; other foreign places, \$286.80; total, \$1,981.15.

75. Lamp-oil, and train-oil: From Denmark via St. Thomas, \$32.62; United States, \$7,321.84; total, \$7,354.46.

76. Paper, pens, ink, protocols, copybooks, and everything pertaining to stationery: From Denmark, \$19.11; Denmark via St. Thomas, \$140.70; St. Thomas, \$12.74; United States, \$1,262.99; other foreign places, \$57.13; total, \$1,492.67.

77. Perfumes, pomades, and all fine articles of that kind: From Denmark, \$38.99; Denmark via St. Thomas, \$16.98; St. Thomas, \$43.62; United States, \$296.64; other foreign places, \$215.58; total, \$611.81.

78. Porcelain and crockery and all kinds of pottery, excepting what comes under head of fancy articles: From Denmark via St. Thomas, \$11.58; St. Thomas,

\$11.58; United States, \$203.23; other foreign places, \$110.20; total, \$336.59.

79. Rum: From St. Thomas, \$69.09.
81. Shoemaker's work of all kinds: From Denmark, \$63.11; St. Thomas, \$171.77; United States, \$4,186.56; other foreign places, \$61.76; total, \$4,483.20.
83. Starch: From St. Thomas, \$7.72; United States, \$744.79; total, \$752.51.
85. Sugar, refined: From St. Thomas, \$47.48; United States, \$1,557.51; total, \$1,604.99.
86. Soap, ordinary: From St. Thomas, \$797.28; United States, \$994.14; other foreign places, \$1,068.06; total, \$2,859.48.
87. Tea: From Denmark via St. Thomas, \$78.74; St. Thomas, \$15.44; United States, \$994.14; other foreign places, \$133.94; total, \$1,222.26.
88. Tobacco:
 - a. Leaf: From St. Thomas, \$162.89; United States, \$2,303.46; total, \$2,466.35.
 - b. Cigars: From Denmark, \$396.04; Denmark via St. Thomas, \$220.21; St. Thomas, \$431.55; United States, \$590.39; other foreign places, \$472.27; total, \$2,110.46.
 - c. Smoking, snuff, and chewing tobacco: From Denmark, \$33.00; Denmark via St. Thomas, \$24.51; St. Thomas, \$37.06; United States, \$205.55; total, \$300.12.
 - d. Cigarettes: From Denmark, \$36.28; St. Thomas, \$586.91; United States, \$39.76; other foreign places, \$73.92; total, \$736.87.

90. Grocery articles of every kind, including olives, capers, olive oil, vinegar, pickled cucumbers, etc., and all kinds of Colonial wares, exclusive of coffee, tea, sugar, and rum: From Denmark, \$30.69; Denmark via St. Thomas, \$626.48; St. Thomas, \$687.27; United

States, \$3,716.99; other foreign places, \$1,063.62; total, \$6,125.05.

The total value of the importations under Schedule D, as given in the foregoing statement, amounted to \$97,778.31; and the sum of the customs duties paid on these importations amounted to \$12,218.83.

E. Goods that Enter on Twenty-five Per Cent. Duty.

91. Wines:

In bottles: From St. Thomas, \$807.42; other foreign places, \$319.90; total, \$1,124.23.

The total value of the importations under Schedule E, as given in the foregoing statement, amounted to \$1,124.23; and the sum of the customs duties paid on these importations amounted to \$281.01.

F. Goods that Enter on Twenty Per Cent. Duty.

92. Beer, ale, porter, and all other malt liquors: From Denmark via St. Thomas, \$1,858.40; St. Thomas, \$373.65; United States, \$83.57; total, \$2,315.62.

The total value of the importations under Schedule F, as given in the foregoing statement, amounted to \$2,315.62; and the sum of the customs duties paid on these importations amounted to \$463.01.

The total value of the importations into St. Croix, through the port of Frederiksted, during the fiscal year ending March 31, 1916, according to the foregoing statement, amounted to \$255,146.53.

The value of the importations through the port of Christiansted, St. Croix, during the fiscal year ending March 31, 1916, is given as follows:

A. Goods Entering Duty Free.

1. Agricultural implements, exclusive of ploughs

and harrows (which are listed under Tariff number 12), also Paris Green: From Denmark via St. Thomas, \$703.49; United States, \$273.67; total, \$977.16.

2. Heads and staves: From the United States, \$7.72; other foreign places, \$3.86; total, \$11.58.

4. Hogsheads for sugar, rum, and molasses: From Denmark via St. Thomas, \$73.34; United States, \$147.65; total, \$220.99.

5. Fish (fresh), and turtles: From other foreign places, \$16.98.

7. Cotton machinery, packing and disinfecting articles: From the United States, \$38.60.

13. Implements for manufacturing sugar and rum, also lime: From other foreign places, \$21.04.

15. Mineral coal: From other foreign places, \$5,349.96.

16a. Iron hoops. From the United States, \$11.77.

17. Vegetables and garden plants: From St. Thomas, \$124.10; United States, \$5.40; other foreign places, \$57.32; total, \$186.82.

The total value of the importations under Schedule A, as given in the foregoing statement, amounted to \$6,834.90.

B. Goods that Enter on Fixed Duty.

19. Wheat flour: From St. Thomas, \$16.79; United States, \$469.57; total, \$486.36.

20. Flour made of other grain: From St. Thomas, \$1.16; United States, \$441.78; total, \$442.94.

21. Peas (dried), and beans of every kind: From the United States, \$714.10.

22. Fish, salt, and plain dried: From Denmark via St. Thomas, \$16.60; United States, \$1,398.09; other foreign places, \$127.96; total, \$1,542.65.

23. Fish, pickled, of every kind: From the United States, \$2,067.42.

24. Fish, smoked, of every kind: From the United States, \$2,268.14.

25. Pork, salted and smoked, exclusive of hams (which are listed under Tariff No. 32): From St. Thomas, \$347.40; United States, \$4,849.32; total, \$5,196.72.

26. Beef, salted and smoked: From the United States, \$135.68.

27. Meal, wheat: From St. Thomas, \$2,047.73; United States, \$39,150.05; total, \$41,197.78.

28. Meal, maize: From St. Thomas, \$131.82; United States, \$20,657.37; total, \$20,789.19.

29. Meal, other kinds: From St. Thomas, \$11.39; United States, \$3,157.87; total, \$3,169.26.

30. Cheese: From Denmark via St. Thomas, \$92.25; St. Thomas, \$73.73; United States, \$1,866.50; total, \$2,032.48.

31. Sausage and tongues, smoked and salted: From Denmark via St. Thomas, \$240.86; St. Thomas, \$27.79; United States, \$150.73; total, \$419.38.

32. Hams: From Denmark via St. Thomas, \$4.05; St. Thomas, \$51.72; United States, \$731.86; total, \$787.63.

33. Butter: From Denmark via St. Thomas, \$4,502.69; St. Thomas, \$246.85; United States, \$2,789.62; total, \$7,539.16.

34. Lard: From Denmark via St. Thomas, \$3.47; St. Thomas, \$134.71; United States, \$11,831.29; other foreign places, \$8.30; total, \$11,977.77.

34a. Spirits: From Denmark via St. Thomas, \$161.16; St. Thomas, \$957.28; United States, \$743.44; other foreign places, \$2,565.16; total, \$4,427.04.

The total value of the importations under Schedule B, as given in the foregoing statement, amounted to \$105,193.60; and the sum of the customs duties paid on these importations amounted to \$10,121.69.

C. Goods that Enter on Five Per Cent. Duty.

37. Oats: From Denmark via St. Thomas, \$77.20; United States, \$378.28; other foreign places, \$84.92; total, \$540.40.

39. Lime, slaked and unslaked, chalk, cement, plaster of Paris, etc.: From Denmark via St. Thomas, \$1,259.33; St. Thomas, \$92.64; United States, \$23.16; other foreign places, \$162.12; total, \$1,537.25.

40. Carts, wheels, axles, boxes for carts, and sugar wagons: From the United States, \$72.38; other foreign places, \$54.04; total, \$126.42.

41. Animals, living, of all kinds, exclusive of horses, mules, and asses (see Nos. 67, 10, and 18): From other foreign places, \$23.16.

42. Leather, raw: From the United States, \$1,949.88; other foreign places, \$45.16; total \$1,995.04.

43. Mule harness: From the United States, \$33.97.

44. Maize and bran: From the United States, \$171.96; other foreign places, \$10.81; total, \$182.77.

45. Metals, iron, steel, etc.: From St. Thomas, \$38.79; United States, \$832.99; other foreign places, \$67.55; total, \$939.33.

46. Oilmeal: From St. Thomas, \$42.46; United States, \$523.03; total, \$565.49.

47. Canvas: From the United States, \$275.22.

48. Anchors, chains, and blocks: From the United States, \$72.38.

51. Nails, spikes, and screws: From Denmark via

St. Thomas, \$73.73; St. Thomas, \$0.97; United States, \$950.53; other foreign places, \$73.15; total, \$1,098.38.

52. Tallow: From the United States, \$286.99.

53. Tar, pitch, and resin: From St. Thomas, \$34.74.

54. Rope: From St. Thomas, \$77.20; United States, \$530.75; other foreign places, \$24.70; total, \$632.65.

56. Lumber and timber for building purposes, exclusive of mill-timber (see No. 11), also wood for fuel: From Denmark via St. Thomas, \$18.53; St. Thomas, \$1,432.25; United States, \$2,181.48; total, \$3,632.26.

57. Tools of every kind: From Denmark via St. Thomas, \$26.25; St. Thomas, \$16.41; United States, \$279.27; other foreign places, \$2.70; total, \$324.63.

58. All other goods which enter on five per cent. duty and cannot be listed with any other in this class (C): From St. Thomas, \$1.93; United States, \$56.55; total, \$58.48.

The total value of the importations under Schedule C, as given in the foregoing statement, amounted to \$12,359.56; and the sum of the customs duties paid on these importations amounted to \$618.37.

D. Goods that Enter on 12½ Per Cent. Duty.

59. Drugs of all kinds, also mineral waters: From Denmark via St. Thomas, \$276.57; St. Thomas, \$942.81; United States, \$1,307.96; other foreign places, \$153.05; total, \$2,680.39.

60. Coffee: From St. Thomas, \$71.60; United States, \$69.09; total, \$140.69.

61. Confectionery: Chocolate, sweetmeats, preserves, dried and preserved fruits, etc.: From Denmark via St. Thomas, \$108.27; St. Thomas, \$30.30;

United States, \$68.34; other foreign places, \$64.85; total, \$271.76.

62. Articles of food (luxuries):

a. Preserved, animal as well as vegetable, in hermetically sealed tins: From Denmark via St. Thomas, \$195.51; St. Thomas, \$286.99; United States, \$3,745.55; other foreign places, \$483.66; total, \$4,711.71.

b. Otherwise preserved, also tinned and smoked goods, such as anchovies, sardines, etc., excepting such as are classed under Nos. 23-26: From Denmark via St. Thomas, \$150.73; St. Thomas, \$76.43; United States, \$247.43; other foreign places, \$6.95; total, \$481.54.

63. Fancy articles of all kinds, gold, silver, plated wares, cases, trinkets, toys, umbrellas, etc.: From Denmark via St. Thomas, \$286.61; St. Thomas, \$689.01; United States, \$2,996.90; other foreign places, \$1,487.84; total, \$5,460.36.

64. Glassware of all kinds, excepting such as is classed under the heading Fancy Articles: From Denmark via St. Thomas, \$26.06; St. Thomas, \$34.74; United States, \$413.60; other foreign places, \$53.65; total, \$528.05.

65. Groats of all kinds: From Denmark via St. Thomas, \$19.30; St. Thomas, \$283.13; United States, \$1,164.18; other foreign places, \$93.61; total, \$1,560.22.

66. Hats and caps: From Denmark via St. Thomas, \$16.41; St. Thomas, \$282.17; United States, \$192.81; other foreign places, \$80.87; total, \$572.26.

68. Musical instruments: From Denmark via St. Thomas, \$0.39; United States, \$9.65; total, \$10.04.

69. Hardware of all kinds, excepting such as is classed under Nos. 13, 45, 48, 51, and 57: From Denmark via St. Thomas, \$33.39; St. Thomas, \$3,462.42; United

States, \$6,426.90; other foreign places, \$136.07; total, \$10,058.78.

70. Clothing, ready-made, of every kind: From Denmark via St. Thomas, \$252.06; St. Thomas, \$618.57; United States, \$3,441.77; other foreign places, \$302.43; total, \$4,614.83.

71. Candles of every kind: From Denmark via St. Thomas, \$10.42; St. Thomas, \$141.66; United States, \$36.28; other foreign places, \$30.49; total, \$218.85.

72. Dry-goods:

a. Linens of every kind: From Denmark via St. Thomas, \$21.04; St. Thomas, \$51.92; United States, \$768.72; other foreign places, \$1,340.19; total, \$2,181.87.

b. Cottons and articles of cotton and linen mixed, stockings, gloves, ribbons, cordage, thread, etc.: From Denmark via St. Thomas, \$29.72; St. Thomas, \$845.92; United States, \$6,324.42; other foreign places, \$21,313.76; total, \$28,513.82.

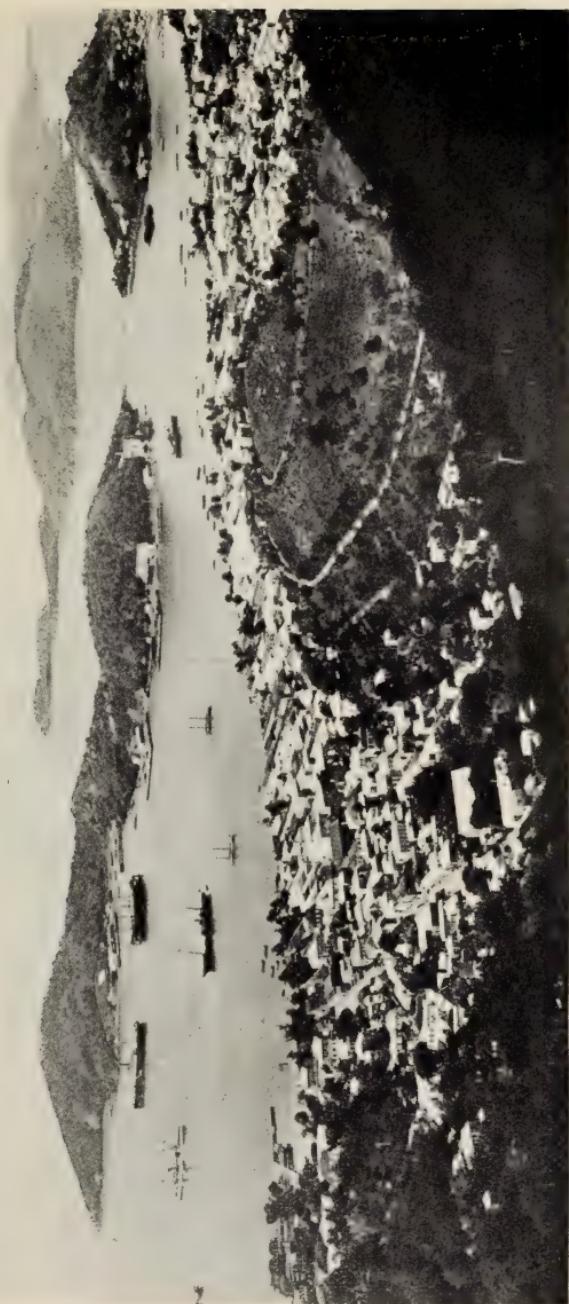
c. Cloth, bamboo, and other articles of clothing, also woollen articles of every kind: From Denmark via St. Thomas, \$19.30; St. Thomas, \$1.93; other foreign places, \$879.12; total, \$900.35.

d. Silk and all sorts of goods mixed with silk, stockings, gloves, ribbons, cordage, thread, etc.: From St. Thomas, \$29.34; United States, \$312.27; other foreign places, \$844.57; total, \$1,186.18.

73. Furniture of every kind, mattresses, etc.: From the United States, \$11.97.

74. Painters' wares, paints, colours, oils, and varnishes: From Denmark via St. Thomas, \$9.46; St. Thomas, \$397.39; United States, \$2,804.68; other foreign places, \$640.95; total, \$3,852.48.

75. Oil, lamp, and train-oil: From St. Thomas, \$279.08; United States, \$7,778.29; total, \$8,057.37.



Islands Adjacent to St. Thomas Harbour

76. Paper, pens, ink, protocols, copybooks, and everything pertaining to stationery: From Denmark via St. Thomas, \$149.77; St. Thomas, \$53.65; United States, \$1,832.92; other foreign places, \$282.36; total, \$2,318.70.

77. Perfumes, pomades, and all fine articles of that kind: From Denmark via St. Thomas, \$29.34; St. Thomas, \$36.28; United States, \$215.97; other foreign places, \$155.94; total, \$437.53.

78. Porcelain and crockery and all kinds of pottery, excepting what comes under head of fancy articles: From Denmark via St. Thomas, \$3.09; St. Thomas, \$9.07; United States, \$139.73; total, \$151.89.

80. Saddlery of all kinds, exclusive of mule harness: From St. Thomas, \$6.18; United States, \$787.44; other foreign places, \$33.78; total, \$827.40.

81. Shoemaker's work of all kinds: From St. Thomas, \$92.64; United States, \$5,664.74; other foreign places, \$355.12; total, \$6,112.50.

83. Starch: From St. Thomas, \$102.48; United States, \$930.45; total, \$1,032.93.

85. Sugar, refined: From St. Thomas, \$106.34; United States, \$1,247.17; other foreign places, \$4.83; total, \$1,358.34.

86. Soap, ordinary: From Denmark via St. Thomas \$5.79; St. Thomas, \$452.39; United States, \$1,514.47; other foreign places, \$85.50; total, \$2,058.15.

87. Tea: From St. Thomas, \$66.01; United States, \$725.68; other foreign places, \$125.45; total, \$917.14.

88. Tobacco:

a. Leaf: From Denmark via St. Thomas, \$43.23; St. Thomas, \$112.91; United States, \$1,370.69; other foreign places, \$40.34; total, \$1,567.17.

b. Cigars: From Denmark via St. Thomas, \$297.99;

St. Thomas, \$328.68; United States, \$173.31; other foreign places, \$753.09; total, \$1,553.07.

c. Smoking, snuff, and chewing tobacco: From Denmark via St. Thomas, \$14.48; St. Thomas, \$14.48; United States, \$86.66; total, \$115.62.

89. Goods, all other: From Denmark via St. Thomas, \$307.26; St. Thomas, \$133.17; United States, \$1,255.66; other foreign places, \$111.36; total, \$1,807.45.

90. Grocery articles of every kind, including olives, capers, olive oil, vinegar, pickled cucumbers, etc., and all kinds of Colonial wares, exclusive of coffee, tea, sugar, and rum: From Denmark via St. Thomas, \$579.39; St. Thomas, \$623.58; United States, \$3,586.71; other foreign places, \$290.85; total, \$5,080.53.

The total value of the importations under Schedule D, as given in the foregoing statement, amounted to \$101,351.94; and the sum of the customs duties paid on these importations amounted to \$12,671.42.

E. Goods that Enter on Twenty-five Per Cent. Duty.

91. Wines:

a. In pipes and casks: From St. Thomas, \$130.47; other foreign places, \$3,447.56; total, \$3,578.03.

b. In bottles: From Denmark via St. Thomas, \$44.00; St. Thomas, \$26.44; United States, \$17.37; other foreign places, \$232.92; total, \$321.73

The total value of the importations under Schedule E, as given in the foregoing statement, amounted to \$3,899.76; and the sum of the customs duties paid on these importations amounted to \$975.04.

F. Goods that Enter on Twenty Per Cent. Duty.

92. Beer, ale, porter, and all other malt liquors:

From Denmark via St. Thomas, \$2,415.40; St. Thomas, \$169.07; United States, \$458.18; total, \$3,042.65.

The total value of the importations under Schedule F, as given in the foregoing statement, amounted to \$3,042.65; and the sum of the customs duties paid on these importations amounted to \$608.53.

The total value of the importations into St. Croix, through the port of Christiansted, during the fiscal year ending March 31, 1916, according to the foregoing statement, amounted to \$232,682.41.

Of the staple products of St. Croix the following were exported through the port of Frederiksted during the fiscal year ending March 31, 1916:

Sugar: To Denmark, 163,225 net pounds, valued at \$3,788.20; United States, 6,282,559 net pounds, valued at \$173,461.84; St. Thomas and St. John, 207,628 net pounds, valued at \$4,734.87; total, 6,653,412 net pounds, valued at \$181,984.91; on which amount were paid export duties totalling \$10,919.17.

Rum: To Denmark, 59,185 gallons, valued at \$20,513.78; United States, 6,601 gallons, valued at \$2,332.98; St. Thomas and St. John, 2,895 gallons, valued at \$1,052.24; total, 68,681 gallons, valued at \$23,899.00, on which amount were paid export duties totalling \$717.19.

Molasses: To Denmark, 60 gallons, valued at \$6.95; St. Thomas and St. John, 409 gallons, valued at \$47.09; total, 469 gallons, valued at \$54.04, on which amount were paid export duties totalling \$1.54.

Cotton-seed: To the United States, 123 net pounds, valued at \$0.77, on which no export duty was paid.

The total value of other products of St. Croix, as well as various imported goods, that were exported through

the port of Frederiksted during the fiscal year ending March 31, 1916, amounted to \$12,133.91.

Of the staple products of St. Croix the following were exported through the port of Christiansted during the fiscal year ending March 31, 1916:

Sugar: To the United States, 885,378 net pounds, valued at \$19,736.59; St. Thomas and St. John, 586,734 net pounds, valued at \$13,830.66; total, 1,472,112 net pounds, valued at \$33,567.25, on which amount were paid export duties totalling \$1,657.03.

Rum: To Denmark, 47½ gallons, valued at \$16.86; St. Thomas and St. John, 1,171 gallons, valued at \$423.44; total, 1,218½ gallons, valued at \$440.30, on which amount were paid export duties totalling \$13.42.

Molasses: To St. Thomas and St. John, 800 gallons, valued at \$106.54, on which amount were paid export duties totalling \$3.18.

Cotton-seed: To the United States, 137,755 net pounds, valued at \$930.54, on which amount were paid export duties totalling \$27.92.

The total value of other products of St. Croix, as well as various imported goods, that were exported through the port of Christiansted during the fiscal year ending March 31, 1916, amounted to \$6,926.96.

When considering the given statistics concerning the imports and exports of the former Danish West Indies the fact should be borne in mind that sugar and its by-products and a small amount of cotton and its by-products comprise practically all of the natural products of St. Croix that are exported, while those for the sister islands of St. Thomas and St. John are likewise confined to but three or four articles. Consequently, when the figures show that other goods are added

to the list it is safe to conclude that, in the majority of cases, such were originally the output of other countries and that it is only by accident, so to speak, that they have been incorporated among the former Danish West Indian exports.

CHAPTER XIII

BANKS AND BANKING

Closing of the St. Thomas branch of the London Colonial Bank—Expression regarding loss to community appearing in *St. Thomae Tidende*—Established in 1836, and reaped big harvest when St. Thomas was the “Emporium of the Antilles”—Depended chiefly on shipping trade, and when this declined had no other option but to close—“The National Bank of the Danish West Indies,” and the “St. Thomas Savings Bank”—National Bank given sole right to issue bank-notes in the former Danish West Indies—Methods of business and business transactions of the two banks.

ON April 28, 1916, official notice was given to the public that the Court of Directors of the Colonial Bank, London, had decided to close the St. Thomas Branch, and depositors were requested to receive payment at their earliest convenience.

In its issue of April 29, 1916, the *St. Thomae Tidende*, the Government news-organ, voiced the popular feeling concerning the loss to St. Thomas of this time-honoured institution by the following expression:

“The announcement that the Colonial Bank will shortly close its Branch here will, we are sure, be received with more than a mere passing expression of regret.

“Parting with the Colonial Bank means in a business sense parting with an old and time-tried friend whose earliest connections with St. Thomas recall most prosper-

ous days fourscore years ago. Not very long ago when there was talk of the Bank's closing owing to the negotiations with the Royal Bank of Canada there was some anxiety; the scheme, however, fell through and the Bank remained. But now it is decided—the old institution will end its career, and that too at a time when, after the world war is over, a period of commercial activity is anticipated through increase of the shipping trade of our harbour.

"The withdrawal of the Colonial means the disappearance from Main Street of one of its few remaining landmarks, and though our flourishing National Bank will fill its place, the feeling of having one important business house less may not alone have its local influence but may also not be without its meaning abroad."

The Colonial Bank was first established in the former Danish West Indies in the year 1836, at the time of the establishment of the other principal branches in Barbados, Jamaica, and Guiana. In the earlier years the St. Thomas division was, practically speaking, the most prosperous of the four branches, as at that time, although the island had no products for export of any importance,—either agricultural or mineral,—the place was the rendezvous, or central receiving and distributing depot, for all the Spanish Main, the islands of Santo Domingo, Haiti, etc. It was no uncommon sight in those days to see in the harbour hundreds of vessels of all sizes and descriptions that were bound for various ports. The produce from all parts of the world was consigned here for transshipment, and St. Thomas reflected this condition of affairs by a period of flourishing activity that has hardly a parallel.

The Colonial Bank naturally came in for its share of this prosperity, and undoubtedly made very good profits which lasted up to the advent of steam communication. This, however, made the merchants of Central and South America and the other West Indian islands quite independent of St. Thomas, and enabled them to make and receive their shipments direct. From that time on St. Thomas steadily dwindled in importance until now there is just a bare living to be had in the place.

The Bank had no means of utilizing its capital, as there were no productions or manufactures for export, except on the mortgaging of fixed property, which is against the rules of the parent institution. Consequently, seeing no future for the place, the Board of Directors had no option but to close its St. Thomas Branch.

With the exception of loaning money against mortgages on fixed property, as is done by "The National Bank of the Danish West Indies," the Colonial Bank carried on a general banking business, depending chiefly on the St. Thomas shipping trade. The Bank had its own note issue up to a few years ago; but never had a savings department, as is the case with the remaining West Indian Branches. A sub-Branch was founded in Frederiksted, St. Croix, soon after the St. Thomas office was opened, but on account of the lack of business there, and possibly because of the competition of "The National Bank of the Danish West Indies," which was started here in 1905, the St. Croix department was closed in 1906. In 1912 overtures were made by the Royal Bank of Canada to the Colonial Bank, London, for an amalgamation, but for reasons that have never been made public the proposed amalgamation was not effected.



The Old Colonial Bank, St. Thomas



The National Bank of the Danish West Indies

Photo by Clare E. Taylor

The transfer of the head offices of the "Royal Mail Steam Packet Company" from St. Thomas to Barbados in 1885 seriously hurt the St. Thomas banking business, and the European war has also exerted a depressing influence here. But the chief cause of the Bank's withdrawal at the present time is the utter lack of means for utilizing its funds on hand, owing to the small amount of trans-shipping business and the absence of important exports.

The Colonial Bank, incorporated by Royal Charter in 1836, had in 1915 Branches and Agencies in Antigua, Barbados, Berbice, Demerara (Georgetown and Mahaica), Dominica, Grenada, Grenville, Jamaica (Kingston, Falmouth, Montego Bay, Port Antonio, Port Maria, and St. Ann's Bay), Savana-la-Mar, St. Kitt's, St. Lucia, St. Thomas, St. Vincent, and Trinidad (Port of Spain and San Fernando).

Two banks now remain in the former Danish West Indies, "The National Bank of the Danish West Indies" (Den dansk-vestindiske Nationalbank) and the St. Thomas Savings Bank, the latter a purely local institution for the island of St. Thomas. The domicile, as well as the head office of the National Bank, is at Charlotte Amalie, St. Thomas, with branches at Christiansted and Frederiksted, St. Croix.

The capital of the National Bank is five million francs, of which one fourth is paid up in cash. For the remainder, guarantee bonds are issued by the four banks in Denmark that united in the founding of this institution, and these bonds are deposited with the Ministry of Finance at Copenhagen. The National Bank was given the sole right, for a period of thirty years, dating from June 23, 1904, to issue bank-notes in the Danish West Indies, which notes, at the request of the bearer,

are exchangeable for gold coin. The note issue is regulated according to business requirements, and is not allowed to exceed ten million francs. As the chief assets, which may serve as security for the notes not covered by the cash reserve and for the general liabilities of the bank, may be reckoned: (1) Mortgages; (2) bills of exchange,—domestic and foreign; (3) deposits with foreign banks and bankers; (4) officially quoted interest-bearing stock at market value; (5) The Danish West Indian Credit-notes that were issued by the government; (6) the bank's own mortgage bonds.

The business of the bank embraces the following kinds of transactions: (1) Receiving monies at call and on current accounts, also on deposit and on savings-bank conditions; (2) granting of loans on stocks up to 75 per cent. of the value of the security. As a rule loans are only to be granted on security of bonds issued by states, municipalities, and public mortgage institutions, which are quoted on a stock exchange, on bank shares, which are quoted on a stock exchange, and also against mortgages on real estate. On mortgage bonds issued by the bank itself, loans may be granted whether these bonds are quoted on the stock-exchange or not; (3) advances on goods; (4) purchase and sale of bills, bullion, stocks, and shares; (5) emission of loans, and procuring capital for business enterprises; (6) granting of cash credits against personal sureties or securities; (7) granting of mortgages on real estate in what were formerly the Danish West Indian islands within half the estimated value of the property, against which are issued bank mortgage bonds.

The National Bank has connections in Europe and the United States, and may be utilized for collection purposes by commercial firms. It is likewise in a

position to furnish credit information on importers in all lines of business in the former Danish group.

The St. Thomas Savings Bank received in deposits during the year ending October 20, 1915, the sum of \$13,323.00, which comprise 1133 accounts. The total number of accounts now carried by this bank is 1644.

CHAPTER XIV

CURRENCY

Currency of the islands—American money in paper and coin was freely circulated and prices were usually reckoned in dollars and cents—English system of weights and measures in general use—Merchants cautious in business and few failures—Good credits—Directory of leading merchants, etc., who are likely to be interested in business with the distributing centres of the United States.

A CURRENCY that was distinctive to the Danish possessions in the West Indies formerly held nominal sway in these islands, though American money in paper and coin was found circulating freely in both country and city districts, and prices were usually reckoned in dollars and cents. The smallest unit in general use was the five “bit” piece, which was generally taken as the equivalent to one cent in American money. One hundred “bits” make a franc, and five francs was the smallest denomination of paper currency. As a rule, one dollar American currency was used interchangeably with five francs, although at various times since the beginning of the European war American money has been at a premium in the former Danish West Indies, which went at one time as high as $15\frac{1}{2}$ per cent.

The English system of weights and measures is in general use throughout these islands, although formerly the Danish “pund” (1.102 pounds) was occasionally employed as a unit of weight.

The greater number of the merchants in the American Virgin Islands are cautious in their business dealings, and as a consequence failures are comparatively infrequent. At the present time, when business in St. Thomas is especially poor owing to the lack of shipping in the harbour, merchants are wisely carrying as low a stock of merchandise as possible. Credits in general appear to be good, and all prospective importers of goods are usually quite willing to furnish banking references as to their business standing and financial responsibility when such are required. In common with the methods employed by commercial firms of other importing countries, long terms of credit are frequently demanded, the "cash against documents" system being contrary to their custom. The failure to satisfy this demand, as contrasted with the relative ease in obtaining long credits with most European exporters, has been responsible for the loss of much valuable American business in the islands.

Credit information on importers in all lines of business in the three islands can be obtained from "The National Bank of the Danish West Indies," St. Thomas, or from the New York office of R. G. Dun & Company.

Following is a directory of the leading merchants, etc., of the Virgin Islands of the United States of America who are interested in exporting goods to or importing goods from the principal distributing centres of the United States of America.

CHRISTIANSTED, ST. CROIX	Canegata, J. C.
BOOTS AND SHOES AND DRY GOODS	Creque, H. O.
Alexander, J.	Fross, M.
Armstrong, Robt.	Romney, F.
Behagen, I.	FEEDSTUFFS
Benjamin, R. D.	Canegata, J. C.

FEEDSTUFFS—*Continued*

Ramsey, Thos.

FENCING AND FENCING MATERIALS

Clendinin, W.

FERTILIZERS

Ramsey, Thos.

GROCERIES

Abramson, W.

Alexander, J.

Benjamin, R. D.

Bough, S.

Canegata, J. C.

Creagh, W. A.

Fabio, A.

Lummersill, Jas.

Merwin, R. L.

Pulto, M. A.

HARDWARE

Clendinin, W.

Creagh, W. A.

LUMBER

Merwin, R. L.

FREDERIKSTED, ST. CROIX

BOOTS AND SHOES AND DRY GOODS

Benjamin, R. D.

Christiansen, E.

Hendersen, A. E.

Hill, S. A.

Westcott, R. A.

DRUGS AND DRUGGIST SUPPLIES

Petersen, Jean

FEEDSTUFFS

Benjamin, R. D.

Merwin, R. L.

Ramsey, Thos.

FENCING AND FENCING MATERIALS

Higgins, R. E.

Merwin, R. L.

FERTILIZERS

Merwin, R. L.

GROCERIES AND PROVISIONS

Benjamin, R. D.

Hendersen, A. E.

Higgins, R. E.

Jacobs, C.

Merwin, R. L.

Ramsey, Thos.

Roberts, H. M.

Stafford, M. L.

HARDWARE

Higgins, R. E.

INSURANCE UNDERWRITERS

Armstrong, Robt. (Barbados Mutual Insurance Company)

Creagh, W. A. (Northern Assurance Co., Ltd., London)

Merwin, R. L. (Sun Life Assurance Company of Canada; Commercial Union Assurance Company, London; Danmark Assurance Company, Copenhagen; Western Assurance Company, Toronto; Lloyd's Association, London)

Stakeman, A. E. (Royal Fire Insurance Company, Ltd., Liverpool; Danish State Life Insurance Company, Copenhagen)

LUMBER AND TIMBER

Merwin, R. L.

STATIONERY AND PHOTOGRAPHIC SUPPLIES

Ovesen, A.



“Rooms to Rent”

Photo by R. H. Beck



Front View of Grand Hotel and “1829”

Photo by R. H. Beck

ST. JOHN	De Yongh, J. Higgins, E. Levin, I. Leviti, G. Levy, A. Lockhart, A. H. Miller, J., & Co. Newton, A. Paiewonsky, I. Schön, E. I. Smith Bros. Souffront, J. H. Trepuk, M. E. Van Beverhoudt, Elida Van Beverhoudt, Ernest Varlack, S.
BAY OIL AND BAY RUM (MANUFACTURERS)	
Bornn, G.	
Danish Plantation Company	
Lindquist, A.	
Marsh, E. W.	
White, A.	
ST. THOMAS	
BANKS	
National Bank of the Danish West Indies	
St. Thomas Savings Bank	
BAY RUM MANUFACTURERS	
Bornn, David	
Michelsen, H.	
Müller, Valdemar	
Riise, A.	
St. Thomas Bay Rum Company, Ltd. (J. Paiewonsky, Managing Director)	
Vance, A.	
BOOTS AND SHOES (SEE DRY-GOODS)	
CABLE COMPANY	
West India & Panama Telegraph Company, Limited	
COALING STATIONS	
St. Thomas Dock, Engineering & Coaling Company (Coal)	
West India Company (Coal & Fuel Oil)	
Hamburg-America S. S. Co. (Coal)	
COTTON GOODS (SEE DRY-GOODS)	
DRY GOODS	
Beretta, G.	
De Leon, O.	
	ELECTRICAL GOODS
	Svendsen, E.
	West India Company, Ltd.
	FEEDSTUFFS
	Fechtenburg, J. H., & Co.
	La Beet, C. V.
	Lockhart, A. H.
	Lugo, A., & Co.
	FENCING AND FENCING MATERIALS
	Creque, H. O.
	Lockhart, A. H.
	Manecke, M. E.
	FERTILIZERS
	Lockhart, A. H.
	GROCERIES AND PROVISIONS
	Burnet, A.
	Castillo, J.
	Fechtenburg, J. H., & Co.
	Graham, Thos.
	La Beet, C. V.
	Levi, George
	Lewis, Chas.
	Lockhart, A. H.
	Lugo, A., & Co.

GROCERIES AND PROVISIONS—*Con.*

Müller, V. A.

O'Neal, M.

Seaton, R.

Thomas, E.

Ridgway, J. A. (London and Lancashire Fire Insurance Company)

Riise, A. H. (The Northern Assurance Company)

Stewart, C. B. (Lloyd's, London)

HARDWARE

Creque, H. O.

La Beet, C. V.

Manecke, M. E.

Van Beverhoudt, A. R.

JEWELRY

Corneiro, F. M.

Lightbourn, J. N.

Stakemann, D.

LUMBER AND TIMBER

Creque, H. O.

La Beet, C. V.

Lockhart, A. H.

St. Thomas Lumber & Trading Co.

MANUFACTURERS' AGENTS AND COMMISSION MERCHANTS

Aggerholm, L. P.

Berne, E. A.

Daniel, C. E.

Müller, V. A.

REPAIR SHOP, DOCKING

St. Thomas Dock, Engineering & Coaling Company

SHIP BROKERS AND AGENTS

Berne, E. A.

Burnet, A.

St. Thomas Ship Brokers Association, The

STATIONERY AND STATIONERS' GOODS

Hay, C.

Lightbourn, J. N.

Taylor's Book Store

STEAMSHIP LINES

Compagnie Générale Transatlantique. A. Burnet, Agent

Brunn, A. W. ("Danmark" Insurance Company)

Burnet, A. (North British and Mercantile Insurance Company; The Board of Marine Underwriters of New York)

Delinois, Ch., & Co. (The French Underwriters of Paris, Nantes, and Bordeaux)

Duurloo, A. H. (Palatine Insurance Company)

Levi, Geo. (Hamburg, Bremen Fire Insurance Company; La-foncière of Paris)

STEAMSHIP LINES—*Cont.*

East Asiatic Company, West India Company, Agent
Hamburg-Amerika Line. Hamburg-Amerika Line, St. Thomas Station, Agent
International Mercantile Marine Lines. E. A. Berne, Agent
La Véloce Line. George Levi, Agent
Leyland Line. E. A. Berne, Agent
New York & Porto Rico Steamship Co. E. A. Berne, Agent
Quebec Steamship Company. E. A. Berne, Agent

Royal Dutch West India Mail Line. E. A. Berne, Agent
Royal Mail Steam Packet Company. St. Thomas, Dock, Engineering & Coaling Company, Agent.

STEVEDORES

Berne, E. A.
Blake, G. B.
Bryan, A. H.
Daniel, C. E.

TAILORS

Audain, W.
Best, W. C., & Co.
Eloi, E.

CHAPTER XV

THE COST OF LIVING—LABOUR CONDITIONS

Cost of living—Principal items of food—Retail prices—Day wages for men—Settlement of St. Croix strike—Press' reflections—Formation of labour unions—Membership and activities—Agreement between St. Thomas coal carriers and the West Indian Company.

THE cost of living in the Virgin Islands of the United States of America cannot be said to be high by any means. In fact, as compared with the same charges in the neighbouring island of Porto Rico, the amounts paid for hotel and household living expenses must necessarily be regarded as rather low. To illustrate, the regular rate at the two leading hotels for board, room, and service is two dollars per day for transient boarders, but for a month's board and lodging the rates range from twenty-five to forty dollars a month, according to the location of the room. For this charge can be obtained comfortable living quarters, good service, and splendid table board.

The principal items of food for the poorer classes in all three islands are “fungee,” or a sort of corn-meal mush, mackerel, shad, herring, and salted fish. During the cutting season in the sugar-cane fields the workers are allowed to cut a certain amount of the cane for their own consumption, and for many weeks in the year this constitutes their principal article of diet. Vegetables and fruits are not raised in sufficient abundance, espe-

cially in the island of St. Thomas, to supply the needs of half of the population, and the greater part has to be imported from Tortola, Porto Rico, and other neighbouring islands. By far the largest proportion of the money earned by the natives is used for the purchase of clothing rather than for food.

The prices of bread and of sugar have risen during the past year, but in other respects the costs of food-stuffs and clothing are not appreciably higher than they were during the early months of the present European war. To illustrate this point, reference is made to the report of the special committee appointed by the Governor and the St. Croix Colonial Council early in 1916 for the purpose of regulating the prices for food-stuffs, etc., on that island. This committee met on April 12th, and decided that from that date until further notice the maximum retail prices in Christiansted for certain necessary household and living articles should be as follows:

Cornmeal.....	\$0.04	per single pound; 2 lbs. 7 cts.
Flour (best grade).....	0.06	" " "
Flour (counter).....	0.05	" " "
Muscovado Sugar.....	0.05	" " "
Molasses Sugar (raw).....	0.06	" " "
Rice.....	0.08	" " "
White Beans.....	0.10	" " "
Red Kidney Beans.....	0.12	" " "
Black Eye Peas.....	0.11	" " "
Green Peas.....	0.08	" " "
Yellow Canada Peas.....	0.12	" " "
Hake.....	0.10	" " "
Herrings.....	0.08	" " "
Alewives.....	0.08	" " "
American Butter.....	0.32	" " "
Starch.....	0.08	" " "
Clear Pork.....	0.20	" " "
Mess Pork.....	0.25	" " "

Lard.....	\$0.18 per single pound
Tea (common).....	0.36 " " "
Blue Cloud Soap.....	0.25 per bar of about 2 pounds
Lion Blue Soap.....	0.20 " " " " "
Kerosene Oil 110 test.....	0.06 per bottle

The present-day wages (for men) in the island of St. Croix, where work on the large sugar estates offers the principal means of livelihood, are, generally speaking, thirty-five cents for nine hours' labour. Previous to the month of January, 1916, the prevailing wage had been twenty cents per day, but by reason of a general strike among the sugar-estate labourers, a considerable monetary advance was obtained. The actual difference between the old-time and the present returns, however, is not so great as appears on the surface, for under the earlier conditions many benefits were furnished by the various estates. These included a free house and a plot of ground for the growing of vegetables and grain, and in a number of instances the privilege was granted for the keeping of a horse and cow. Free medicine and medical attention were also provided for the labourers by the planters.

The strike in St. Croix, although of long duration was carried through without any acts of violence, and the success that attended the efforts of the labourers for the improvement of their condition is due largely to the establishment, by Mr. D. Hamilton Jackson, of a labour union whose present body numbers, so it is stated, six thousand members.

Delegates representing the Planters' Association and the Labour Union, with the mediation of the government, arrived at a settlement of the perplexing labour dispute at a meeting held in Christiansted on the night of February 26, 1916. The planters' delegates in-

cluded Messrs. G. B. Fleming, C. J. G. Sorensen, and Karl Lachmann; while the representatives of the Labour Union numbered Messrs. Ralph J. Bough, Charles C. Reubel, and C. R. T. Brow. These gentlemen signed an agreement in the presence of his Excellency, Governor Helweg-Larsen, and the first day of March was the date fixed for the resumption of labour in the sugar-cane fields.

A copy of the agreement between the planters and labourers follows:

“Between the undersigned Committee members respectively for Planters and Labourers the following agreement has been made today in accordance with the power granted the Planters’ delegates in meeting of the Planters’ Association Managing Committee on the 17th inst. and the Labour Union’s delegates by declaration of 17th inst.:

“The work is resumed on the estates on the following conditions:

“The pay shall be for all kinds of work for all 1st class labourers: 30 cents a day for 4 days’ work a week; 35 cents a day for 5 or 6 days’ work a week. If work is stopped for any labourer during the week for any reason for which he is not responsible, the pay of 35 cents a day is to be paid him.

“The Governor binds himself to lay before the Colonial Council a proposal to grant either an amount of \$3,000—say Three Thousand dollars—for paying out bonus to those labourers who have been making cane-cutting during the crop 1916 at a rate of about $2\frac{1}{2}$ cents a day, or an amount of \$5,000—say Five Thousand dollars—for reducing the import duty for corn-meal and salt fish, and to make known to the Council that it

will be preferable to adopt a grant for the first mentioned purpose. In case a strike should break out among the factory hands, and it should be found necessary to stop the work of a factory on account of such a strike, the owners of the estates delivering canes to the factories in question are not obliged to employ the labourers living on the estates. The Labour Union binds itself not to support such a strike. Should it be proved that such a strike has been instigated by Planters or Factory-owners the above clause shall not be valid.

“This agreement is valid until the 1st of November a. c.

“The wages for 2nd and 3rd class Estate labourers are increased at the same ratio as the pay for 1st class labourers.

“Over work is paid with 4 cents an hour.

“The wages of pasturemen is increased at the same rate as the pay for 1st class labourers. The working hours are as hitherto.

“The Labour Union is to instruct the Labourers to go back to the same Estates from where they have left.

“The Planters bind themselves to pay every such returning Labourer an amount of 50 cents in advance to be paid back with 25 cents after 2nd week and 25 cents after 3rd week.

“The Labourers are entitled to a provision-ground of $\frac{1}{10}$ th of an acre, good land. In case of the Labourer being discharged he has the right to dispose of it as he likes, and the manager has no right to appropriate or destroy the provision growing.

“If the labourer is prevented from working the full day for reasons for which he is not responsible, he will

be paid for the hours he has been working proportionate upon a whole day's (9 hours) pay.

“The labourers are entitled to receive any visitor in their houses, as long as the visitors do not destroy the order of the place.

“The Labour Union will exert themselves to have the return of the Labourers to take place as soon as possible, and see that it commences at latest Wednesday the 1st of March a. c.

“The Labourers retain the same privileges as they enjoyed before the strike.

“The employers are not to use any offensive language against the labourers or their institutions, while on the other hand the labourers must pay due respect to their superiors.

“The Labour Union and the Planters' Union upon request bind themselves to help their members or subordinates to get redress at court of justice for such offensive behaviour.

“Christiansted, the 26th February, 1916.

“[Signed] G. B. FLEMING, C. J. G. SORENSEN, RALPH BOUGH, C. REUBEL, C. R. T. BROW, KARL LACHMANN.

“Signed in my presence,

“[Signed] HELWEG-LARSEN,

“Governor.

“P. V. G.

“[Signed] WILL JACOBSEN,

“Secretary to the Committee.”

In connection with the statement appearing in the first part of the paragraph immediately following the wage specifications for all first-class labourers, it might be added that at the Extraordinary Meeting of the Colonial Council held on February 29th it was decided

to reduce the tariff on corn-meal, but not on salt fish for the fiscal year 1916-17.

Editorial comment regarding the strike settlement as appearing in the *West End News*, the Government newspaper at Frederiksted, St. Croix, D. W. I., which was believed to favour the planters' side of the question, and *The Herald*, a Christiansted daily edited by D. Hamilton Jackson, the head of the Labour Union in St. Croix, reflected general satisfaction on the part of all concerned. In the February 29th edition of the first-named daily the following comment was made:

"We are happy that the strike has come to a close, and we think the conditions arranged for the two parties, planters and labourers, are rather favourable to both sides. We hope the higher wages promised the labourers will induce them to perform good and earnest work, and that it will be long before we see our island in such a deplorable state again."

The concluding paragraph of an article entitled "The Salvation of St. Croix," appearing in this same issue, reads:

"It must now be sincerely hoped that the Estate owners will receive the labourers in the same good spirit in which they return, and that both parties will compete trying to forget the words of hatred and abuse which have been used freely during the recent combat, and endeavour to bring about the good and pleasant relation between employer and employee without which no future for St. Croix is possible."

The Herald was more demonstrative in its remarks concerning the "complete victory for the labourers," as

its editor characterized the negotiations in the first edition of his paper following the strike settlement.

"The labourers have won a victory," he stated, "a brilliant one, one that was not expected in Santa Cruz. The Labour Union is only a two months' old baby, and unweaned it has fought a huge battle with giants; it was wounded, it bled, and with the wounds as yet unhealed, it has won the battle. The labouring man is now strongly protected from the abuse of managers and others placed in power over him. . . . We have now forgotten the past, and we look forward to that future when this settlement shall prove that the labourer is worthy of consideration. . . . On the whole we think things have worked out satisfactorily and, if looked at from an equal standpoint, both planter and labourer ought to be glad to be brought together in an organized body to work for the upbuilding of Santa Cruz."

Considerable satisfaction over the happy issue of affairs in St. Croix was evidenced in St. Thomas, as can be seen by an extract from *Lightbourn's Mail Notes* which reads:

"A sigh of relief has gone up for St. Croix in the settlement of the strike which has been on for the past month. It was settled on Saturday evening by a compromise, the planters yielding to an advance of wages on the lines which we published about ten days ago. We are glad to say that the labourers behaved all through commendably, thereby gaining much sympathy for their cause, and they can now cheerfully return to their work on the 1st of March, and we hope it will be many a day ere the buried hatchet will be resurrected."

In St. Thomas during normal seasons, when the harbour is busy, labourers around the wharves and shipping have been accustomed to earning a dollar or more per day. The agricultural labourers earn far less than this amount, but have various perquisites as a compensation.

No serious labour trouble, or threatened trouble, has existed in St. Thomas during recent years up to November, 1916. At this period, as a result of the devastations of the hurricane of October 9th-10th, and the many inconveniences that followed, a season of hard times prevailed. Inspired, possibly, by the successes of the St. Croix strikers the coal carriers and other labourers in St. Thomas decided to resort to strikes in order to obtain better wages, and three ships were compelled to go elsewhere in order to be coaled. A labour union was established, with Mr. George A. Moorehead at its head, and a membership approximating 2700, and as a result of their determined and united stand in favour of a betterment of the labourer's condition, the West Indian Company, Ltd., which enjoys the best share of the St. Thomas coaling business at present, finally entered into an agreement with the St. Thomas Labour Union concerning the loading and discharging of coal to and from steamers in the harbour which reads as follows:

“AGREEMENT

between the West Indian Company, Ltd., St. Thomas, and St. Thomas Labour Union concerning loading and discharging of coal to and from steamers in St. Thomas harbour.

“I. The price for the coal carriers *loading* a steamer



Mr. D. Hamilton Jackson

Photo by J. Mena

is to be 2 (two) cents per basket, each basket to contain not less than 85 (eighty-five) pounds of coal. Only the Company's baskets are to be used, and the baskets must not be removed from the working place.

"The Union bind themselves to supply sufficient labourers for all ships coming for coal, day and night, week days, Sundays, Holy and Holidays, in all kind of weather, only very heavy rain excepted. A minimum of 60 to 80 tons of coal must be loaded per hour.

"Trimming is paid by the Company at the rate of 10 (ten) cents per ton, the shovellers to be paid by the coal carriers themselves as usual.

"2. The prices for *discharging* are:

Shovellers and tippers $12\frac{1}{2}$ cts. an hour or \$1.25 a day.

Chutemen 10 cents an hour or \$1 a day.

Winchmen 10 " " " \$1 a day.

Carriers 8 " " " 80 cts. a day.

"Each workman to give an honest day's work. Six working days a week, time from 6 A.M. to 5 P.M., with 1 hour for dinner and half an hour for breakfast, giving $9\frac{1}{2}$ working hours.

"The carriers' baskets to be $\frac{3}{4}$ (three quarter) full at least. As usual a minimum of about 800 tons must be discharged per day.

"For night work and work on Holidays, the so-called half holidays excepted, the double of the above mentioned prices are to be paid when coal is discharged.

"The number of men to be employed on board of the discharging vessel is to be the same as usual, and the number of carriers to be according to the distance the coal is to be carried. The work to be carried out without waste of labour or money. The Company promises to supply the necessary drinking water, water boys, and light when night work is done.

“3. The Union bind themselves always to send an officer to overlook the loading and the discharging of coal. This officer shall attend to any complaint brought forward by the employees of the West Indian Company.

“4. For loading and discharging coal the Company binds itself to employ labourers from the Labour Union only.

“5. The Labour Union is responsible that sufficient labourers at all hours are supplied, but the Company promises when night work is wanted, to give the Union or one of its officers notice.

“6. Any differences arising under this contract to be adjusted by arbitration. Whenever a question arises, six disinterested men must be elected as arbitrators, three by the Union and three by the Company; it is understood that these men are to be elected from outside the Union and the Company. The six arbitrators elect an umpire. In case they cannot agree upon the umpire, the Government shall be asked to elect him.

“7. Decisions of the arbitrators shall be passed by simple majority of votes, and the umpire has the casting vote. The arbitrators keep a protocol in which shall be entered the nature of complaint laid before them, the names of the arbitrators and of the umpire, and how the umpire was elected (by the arbitrators or by Government), the decisions of the arbitrators and how the different arbitrators have voted. No accounts of the proceedings shall otherwise be entered in the protocol, as the decision is not to be contested when once passed.

“Within one day after the decision has been passed the arbitrators furnish each of the parties with a copy of the protocol signed by all arbitrators and the umpire.

“8. The object of the arbitrators is to decide whether a complaint is just or not, and to decide what damage the one party has to pay the other. Such damage is to be paid within three days from the date of the decision.

“The Company and the Union do not wish to give rules for the decisions of the arbitrators, but the Union agrees with the Company that it is of the highest importance that the steamers are not kept back by faults or unwillingness from the labourers' side, and that meaningless stopping of the work caused by the labourers as well as strikes caused by any other thing than breaking of this contract from the Company's side shall always be considered as a grave offence.

“Under special circumstances the arbitrators can grant either of the parties a higher damage than \$1000 (one thousand dollars).

“9. The arbitrators must keep in mind that they do not appear as representatives of any of the contending parties, but are expected to mete out damage impartially according to the merits of the case before them.

“10. The Union and the Company shall each deposit in the National Bank of the Danish West Indies \$500 (five hundred) when this contract is signed, and \$500 (five hundred) within a week after.

“Neither of the parties can withdraw its deposit without the consent of the other party. When a party by the decision of the arbitrators is sentenced to pay damage to the other party, the bank shall, when presented with the decision, pay out to the winning party from the deposit of the loser the amount granted by the arbitrators.

“The party out of whose deposit payments have taken place shall within a week bring up the deposit to its original amount of \$1000 (one thousand dollars).

“11. If a party refuses, when a difference has arisen and the other party wants arbitrators to be appointed, to elect arbitrators, the party who refuses shall have forfeited its whole deposit to the other party.

“12. This contract expires on the 31st December, 1917, if the islands remain Danish, but it is understood that the contract is valid for another year if two months, notice has not been given by either party.

“In case transfer of the islands to the United States takes place, both parties are entitled to cancel this contract on the 30th June, 1917, provided that two months' notice has been given.

“St. Thomas this 13th day of December, 1916.

“For the Labour Union:

“G. A. MOOREHEAD (sgd.)

A. A. RODWELE “

I. B. GEORGES “

“For the West Indian Company, Ltd.:

H. P. BERG “

A. H. LOCKHART “

SCHACK-EYBER” “

CHAPTER XVI

SANITATION AND PUBLIC WORKS

Drainage and water supply—Rain water in general use—Formation of St. Thomas favors establishment of huge reservoir—Public wells—Communal physicians and hospitals—Lunatic and leper asylums—Registered births and deaths during 1915—Causes of deaths—City fire departments—Volunteer service—Prison labour for cleaning streets and repairing roads.

THERE are no public sanitary works of any description in any of the three cities in what formerly constituted the Danish West Indies. In a few of the houses located near the water front private drains have been installed and modern conveniences are in use; but aside from them nothing of this sort can be found. The two hotels of the place and two or three private houses only are equipped with up-to-date lavatory arrangements and are provided with fairly good tub and shower baths. Drainage water is left to flow in the gutters or seep into the ground. Fortunately, the sun is so powerful and shines such a large proportion of the time that there is never any water remaining for very long, even after a heavy rain. No doubt the fact that most every private house and public building catches the rain water for domestic purposes is responsible for keeping a surprisingly large amount of water from reaching the streets.

The formation of St. Thomas, with its steep hills,

makes possible the establishment, in two or three valleys admirably adapted for the purpose, of a reservoir for the impounding of water to furnish the city with its requirements. This is an improvement which has been spoken of at times but apparently has never been given real serious consideration. In St. Croix the situation in this respect is even better, as there the mountains slope gradually to the plains and there are several small streams that might be made the nucleus of a water supply system.

In addition to the private arrangements for storing water, the cities have provided public wells from which any one may draw without restriction. This water, as well as all the water in public use, is boiled before drinking. Most of the water from municipal wells, however, is used for laundry purposes.

In St. Thomas there are two Communal Physicians, one for the western and one for the eastern district, and an official formerly styled as a King's Physician who acts also as Quarantine Physician and Physician to the Communal Hospital.

St. Thomas has one hospital, "The Communal Hospital," which can accommodate eighty-five patients in fourteen common wards. Connected with the hospital there is a department with one private room and two common wards, each of which can accommodate six patients. Besides, there is a lunatic asylum.

There is a Communal Physician in St. John but no hospital.

In the island of St. Croix there are two Communal Physicians, one in Christiansted and one in Frederiksted, and formerly there was the so-called King's Physician.

There are two Communal Hospitals, "Peter's Farm Hospital" in Christiansted and "Frederiksted Hospital"



Public Hospital, Frederiksted

Photo by A. Ovesen

in Frederiksted. "Peter's Farm Hospital" has accommodations for thirty-two men in five common wards, thirty-five women in five wards, and twelve children in one ward. Connected with the Communal Hospital is a department with three private rooms, and three private wards which can accommodate twenty-two patients. "Frederiksted Hospital" has likewise departments for men, women, and children, which can accommodate, respectively, forty-four patients in three wards, twenty-nine patients in four wards, and six patients in one ward, and a department with one private room and two common wards for the accommodation of nine patients.

The Lunatic Asylum, situated at Richmond just outside of Christiansted, has twenty-six private rooms and four common wards, each of which can accommodate eight patients. A Leper Asylum, also in Richmond, contains twenty-four common wards and can accommodate seventy-two patients, besides a hospital department with two common wards for the accommodation of sixteen patients.

During the calendar year ending December 31, 1915, the total number of births registered by the King's Physician in St. Thomas amounted to 335, of which 154 were males, 155 females, and 26 still-born. In St. Croix 460 children were born, of which 239 were boys and 221 girls. In addition, there were 36 children still-born.

A total of 297 deaths was reported in St. Thomas in 1915, and estimating the population at 10,000 souls the death rate amounts to just 29.70 to the thousand. The ages of these persons whose deaths are recorded are as follows: children under one year, 66; between one and five years, 22; between five and fifteen years, 8; men

above fifteen years, 96; women above fifteen years, 105. The total number of deaths in St. Croix amounted to 531, of which 252 were males and 279 were females.

The causes of the deaths that occurred in St. Thomas in 1915 have been reported by the King's Physician as follows: Malnutrition, 3; Malaria, 1; Intermittent and Remittent Fever, 1; Cancer, 8; Brain Disease, 6; Apoplexy, 11; Tetanus, 3; Convulsions, 3; Bronchitis, 2; Sprue, 4; Gastritis, 1; Croup and Diphtheria, 1; Tuberculosis, Pulmonary, 13; Pneumonia and Pleurisy, 6; Heart Disease, 26; Kidney Disease, 8; Liver Disease, 2; Typhoid Fever, 7; Dysentery, 1; Diarrhoea, 66; Debility, 30; Infantile Atrophy, 9; Abortion and Prematurely Born, 1; Anæmia, 1; Old Age, 7; Accident and Suicide, 7; Septicæmia, 4; Marasmus, 2; Meningitis, 2; Pellagra, 17; Continued Fever, 6; Broncho-Pneumonia, 8; Pyæmia, 1; Diabetes, 2; Dropsy, 2; Syphilis, 1; Delirium Tremens, 1; Chronic Alcoholism, 6; Other Diseases, 15; Unknown, 2.

Each city has a fire department and is provided with fire engines of the old walking-beam or hand-pumping type. In case of fire the necessary water is drawn from the public wells or cisterns and also from the ocean if conditions permit. In addition, there is the usual volunteer bucket brigade which operates from the same source of supply.

The streets are kept clean by going over them with brooms and collecting all refuse into carts which dump it, with garbage and other domestic waste, far from town. No modern disposal plants are available to take care of this material but care is exercised to dispose of it in such a way that there is little chance for unwelcome results. In spite of the retention of the old methods of sanitation there is, comparatively speaking, but little

disease, and epidemics are unknown. It might be supposed that in such a country buzzards, the scavenging birds of the tropics, would be encountered in large numbers. As a matter of fact, it is doubtful if there is one in the whole extent of the islands.

The work of cleaning the streets as well as the large proportion of labour for the repair of the public roads is done chiefly by the island prisoners. These include men and women alike and are generally sent out in groups of from ten to fifteen with an overseer for each group.

CHAPTER XVII

TRANSPORTATION AND COMMUNICATION

Means of transportation—No carriage roads in St. John—Fifteen miles of roads in St. Thomas and one hundred in St. Croix—Twenty-two automobiles in St. Croix—Mode of carting sugar-cane and general freight—The West India and Panama Telegraph Company—Postal affairs of the islands formerly administered by Ministry of Finance and local government—Five post-offices—Subsidies—Money-order business during 1915—No wireless stations—Two daily newspapers in St. Thomas and three in St. Croix.

THE only means of transportation on the island of St. John is by horseback. Narrow and uneven roads over steep and irregular hills are far from suitable for carriages or vehicles of any kind, but horses may be hired at most of the settlements for two dollars per day and the services of a good guide may be procured at a nominal figure.

Carriages are more in favour in St. Thomas where there are about fifteen miles of fairly good roads, and are available for driving about the city, and over the country districts, at rates prescribed by law. Carts of varying descriptions are in vogue among the country folk; the small, two-wheeled affair, painted blue, drawn by a horse or donkey, appearing to be most common. During the early part of 1916 two automobiles were imported into St. Thomas, and they were the first



The Boys of the "Henry Holmes"

Photo by Kerr

except for exhibition purposes that were ever seen on the island. These were rented by the hour to individuals about town and to tourists, and were very popular for a time. It was generally expected that a special interest on the part of the local government and the people in the betterment of the roads over the island would result from the introduction of these two machines, and a movement was begun with this end in view. Then the hurricane came, with all of its devastations of roads as well as of buildings, before any definite action was taken in the matter, and feeling that the time was not yet ripe for the luxury of automobiles in St. Thomas, the owners disposed of their machines very soon afterwards. Therefore if one desires to climb the mountains surrounding the city one must do it on horseback or on foot.

In the harbour are many rowboats manned by negroes, who make their living transporting passengers to or from the steamers or by ferrying passengers to various points in the bay. The tariff for these services also is fixed by law.

In St. Croix there are about one hundred miles of good roads. Twenty-two automobiles are registered on the island and nearly all of them are for hire. The standard rate is twenty cents a mile, which makes the cost of the round trip between Frederiksted and Christiansted—by the shortest road about fifteen miles—six dollars. All the main roads are kept in splendid condition most of the time and there are no bad roads anywhere. The expenses entailed in their upkeep are borne by the several estate owners.

Sugar-cane is carted to the mill from the fields either by mule teams, ox-carts, or by industrial railroads owned by the factories. Freight between the two

ports and the country districts is carried in carts drawn by horses, mules, and oxen. The Bethlehem factory has used a motor truck to cart its sugar to port, and as it has proven satisfactory it is quite possible that others will be imported and brought into use in the near future, although there are not over two or three concerns whose business is large enough to warrant this means of transportation.

The rule of the road is for all vehicles to keep to the left except when passing another going in the same direction.

The West India and Panama Telegraph Company has its West Indian headquarters at St. Thomas, and its wires secure for the islands of St. Thomas and St. Croix telegraphic communication with the outside world. The new office building in the central part of Charlotte Amalie, St. Thomas, where the West Indian business is conducted by a good-sized staff, is an architectural adornment to the place, and the occasional visits to this port of the cable ship *Henry Holmes* with its splendid complement of officers never fails to bring a feeling of greater prosperity and good cheer to the islanders. The company enjoys the benefits of a generous subsidy inaugurated by the Danish Government, in return for which a daily bulletin of general and commercial news is furnished. The cable rate between St. Thomas and St. Croix is four cents per word; between New York and the islands the rate is fifty cents per word.

The French Cable Company has a cable hut on St. Thomas, but it does not give service there as in accordance with the terms of an agreement between it and the Government the West India and Panama



Cable Office, St. Thomas

Photo by Clare E. Taylor



Roman Catholic Church, Christiansted

Company has the exclusive right for a period of years.

As colonies of Denmark, the islands belonged to the Postal Union. Letters transmitted to foreign countries require a five cent (twenty-five bit) stamp for the first ounce and three cents additional for each other ounce or fraction thereof. There was formerly a parcel-post agreement with the United States, the duties for such being twelve cents per pound, with a limit of eleven pounds.

The postal affairs of the former Danish West Indies were administered by the Ministry of Finance in Copenhagen and by the Government of the islands. There are five post-offices which are located, respectively, at Charlotte Amalie in St. Thomas, Cruz Bay in St. John, and at Frederiksted, King's Hill, and Christiansted in St. Croix. Mr. F. C. Carstensen was the Postmaster in St. Thomas, but the post-office in St. John was looked after by the acting Police Assistant. In St. Croix the post-office business matters were attended to by the Collector of Customs at Christiansted, the Collector of Customs at Frederiksted, and by the Police Sergeant at King's Hill. According to the official figures given out by the local government, the postal receipts during the calendar year 1915 amounted to \$12,125.63 for St. Thomas and St. John; \$3,092.19 for Christiansted and King's Hill, and \$2,123.82 for Frederiksted.

Under ordinary circumstances the mail is distributed to the residents of the town twice every day except Sunday. When a mail arrives on a Sunday, the post-office sorts it immediately and delivers such part of it as is called for. Mails are despatched between the islands of St. Thomas and St. John twice each week, and twice between St. Thomas and St. Croix unless

there is an opportunity to make more frequent despatches by an irregular steamship or other responsible vessel. For mails to and from the United States and Europe the former Danish West Indies was chiefly dependent upon the weekly sailing service between St. Thomas and the neighboring island of Porto Rico. An annual subsidy of 1,000 francs was paid to the mail boat that plies between St. Thomas and St. John, and a subsidy of 6,500 francs was granted for the transportation of mails between St. Thomas and St. Croix. The cost of the transportation of the mails between the two towns in St. Croix by the subsidized automobile during the year 1915 amounted to 9,386 francs. No fixed subsidies were granted to any steamship company, but all of their mails were paid for in accordance with the rules of the Universal Postal Convention.

All of the offices in the former Danish Islands issued post-office money orders, and for the calendar year 1915 the volume of this business totalled an exchange of 1929 inland money orders to the amount of 97,392.55 francs, while 1147 foreign money orders to the amount of 104,168.05 francs were received and 2663 foreign money orders for an amount of 582,359.75 francs were despatched.

St. Thomas and St. Croix are provided with ample telephone service. A private concern operates the system in St. Thomas and the local government operates the system in St. Croix. In the latter island there are three central offices, one at Frederiksted, one at Christiansted, and one at King's Hill, which is midway between the other two and serves the sugar estates and the country district in general. This system was formerly in charge of the building inspector at Christiansted.



Turpentine Avenue, St. Thomas

Photo by Clare E. Taylor



Northern Slopes of the St. Thomas Hills

Photo by Clare E. Taylor

Up to March 31, 1917, there were no wireless stations on any of the three islands, and the usual method employed by an outgoing or incoming ship for communicating with St. Thomas or St. Croix was by transmitting a wireless message to San Juan, Porto Rico, with the request that it be repeated by cable to those islands.

St. Thomas boasts of two daily newspapers, Sundays and holidays excepted, which contain a generous amount of cable news as well as information of purely local interest. *Lightbourn's Mail Notes* is edited and published by Mr. John N. Lightbourn, and *The Bulletin* is edited and published by Mr. Leroy Nolte, who, up to March 31, 1917, published also the semi-weekly official news sheet called the *St. Thomae Tidende*, now discontinued.

In St. Croix there are three daily papers, Sundays and holidays excepted. One, the *West End News*, is published in Frederiksted, and two, *The Herald* and the *St. Croix Avis*, appear in Christiansted. *The Herald* is edited and published by Mr. D. Hamilton Jackson, the leader of the St. Croix labour party, while Mr. A. Ovesen is editor and proprietor of the *West End News*. With the exception of the *St. Thomae Tidende* which was larger than the rest, all of the newspapers of the islands are nearly of a size, consisting of four pages of about ten by twelve inches.

CHAPTER XVIII

CATTLE-RAISING

West Indian group admirably adapted to cattle-raising—Number of head in the three islands—Fully 4000 are annually grown for beef, many of which are exported to Barbados, Martinique, and Dominica—Local prices for cattle, beef, other meats, and dairy products—No hide industry—Domestic animals degenerate in the tropics—The wild hog, wild goat, and the deer furnish only big game for the sportsman—The rat is found everywhere and is very destructive—Story of the mongoose—Waters surrounding St. Thomas, St. Croix, and St. John teem with fish—Very few birds, the ground dove only being found in large numbers.

THE greater portion of the three islands of the former Danish West Indian group is admirably adapted to cattle-raising. There are but few acres which would not, if cleared, offer a splendid grazing surface. Carefully prepared estimates place the number of cattle in the island of St. Croix at about 10,000 head exclusive of the working oxen of which many are employed for service on the various sugar estates. In St. Thomas there are about 3,000 cattle, and an almost equal number is reckoned for the neighbouring island of St. John. Out of these there are approximately 3,000 milking cows in St. Croix and one third of this number in each of the other islands. These cows are kept for dairy purposes and also for fattening calves. From the three islands fully 4,000 cattle, all told, are grown for their beef, and many of these are exported alive to

Barbados, Martinique, and Dominica, but because of the import restrictions, no animals were formerly shipped to the United States or to Porto Rico.

The cattle exported from the three islands are collected from the individual owners by agents from the places of destination and are shipped away aboard sailing ships of from fifty to eighty tons capacity. The prices that were paid by the butchers to cattle owners during the early part of 1917 were as follows: for fat oxen or bulls, alive, from \$40 to \$45 apiece; fat cows, from \$30 to \$40, according to the size: two-year old bulls, from \$30 to \$35; and for yearling bulls, from \$20 to \$25. Four cents per pound live weight, and ten cents butchered weight are the prices usually calculated upon for most of the cattle at the present time. There is but very little veal eaten in these islands and consequently but few calves under one year of age are slaughtered.

There are five butchers in St. Croix and three in St. Thomas, and, in accordance with an old-time custom, the slaughter of beef cattle is done on three days of each week, and sheep, goats, hogs, etc., respectively are killed on the remaining days. Goat meat is commonly sold to the poorer classes, and at a fairly good figure. In St. Thomas most of the goat meat is disposed of by settlers from the neighbouring French islands who are commonly known as "Chachas." Comparatively speaking only a small amount of mutton is used and a still smaller amount of pork. The beef is of fairly good quality, but is not so tender and of such a delicious flavour as that found in Denmark and the United States, owing to the lack of rich substance in the food of the island cattle. For the same reason, partly, the pork also in this territory is of an inferior

grade, and lacks the delicate taste of that found in northern climes. None of the dreaded cattle diseases are reported in any of these islands.

In St. Thomas about 240,000 quarts of milk are used in the town of Charlotte Amalie alone during the course of a year, and out of this amount approximately 75,000 quarts are employed for the making of butter, yet there is not enough milk or butter produced in St. Thomas or St. Croix to satisfy the local demand. The prices obtained at the St. Thomas dairy during the month of March, 1917, were, for butter, sixty cents per pound; for sweet milk, five or six cents per quart; and for skim milk and buttermilk, three cents per quart.

There is no hide industry of any importance in any of these islands. The methods employed in taking off and handling hides and skins are unsatisfactory, and invariably these are considerably damaged by scratches from briars and bushes. A few green salted hides are collected at intervals in St. John and St. Croix and sent to St. Thomas where they are sorted. Before the war they were being sent for the most part to Germany, but at present most of them are shipped to New York and other ports in the United States. Green salted hides the average weight of which was about thirty-five pounds have sold recently in St. Croix for fifteen cents a pound.

The breeds of domestic animals are said to degenerate in the tropics. The horse loses his fire; the wool of the sheep in succeeding generations becomes wiry and falls off, leaving bare spots. Nevertheless, good mutton is produced, especially in St. Croix. Cattle are docile here, and a wild or mad bull is rarely heard of. The swine are black for the most part, lank and bony,



Ploughing in St. Croix



Labourers' Homes at "Mt. Pleasant," St. Croix

Photo by A. Ovesen

and when a plump white or parti-coloured one is found it can usually be traced to a late importation. As these are allowed to roam around seeking their own food, and are banished from the town, they take to the bushes and gradually become wild. A few of the boars are the only really dangerous wild animals heard of here, and they are rarely seen. The wild hog, with the numerous wild goats and deer that frequent the less inhabited places, furnish the sportsman with the only big game on the islands.

Of other animals, the agouti (*Dasyprocta agouti*) is to be found in St. Thomas but not in St. Croix. The rat is everywhere, and is very destructive to the canes, corn-fields, and poultry. In an attempt to lessen its numbers the planters of these islands some thirty years ago imported from Jamaica a species of ferret called the mongoose (*Herpestes griseus*), which is said to be a deadly enemy to the rat, and which having been turned loose has already become very numerous. The mongoose succeeded in reducing somewhat the number of rats, and practically exterminated the snake; but when the rats, with rare foresight, took to building their nests in the trees, which the mongoose does not climb, this animal then turned his attention to the poultry and birds with such frightful results that the local folk are now compelled to regard the mongoose as an even more formidable pest than the original rat and are doing all that is possible to destroy it.

As the waters surrounding St. Thomas, St. Croix, and St. John literally teem with fish of almost every kind and description, the fishing industry is, and from the time of the earliest settlers always has been, of considerable importance. Great varieties of fish of many shapes and colours are displayed in the early

morning markets and present a sight that is not easily forgotten by the tourist. The quality of the fish is, general, most excellent, as is that of the local lobster, tree-oyster, and turtle which are found in abundance during every month of the year.

The absence of forests and the scarcity of trees is doubtless the chief reason why the former Danish West Indies have so few birds. Years ago, it is said, the quail frequented St. Thomas, but now it is never seen. The ground dove is found in large numbers, and this and the so-called "green pigeon" furnish almost the only bird sport on the islands. The tropical sea-birds, especially the pelican and various species of gulls, visit the coast and harbour occasionally. The booby (*Sula parvo*) is most common, and its eggs, in the months of March and April, are a prominent feature at the breakfast table.

CHAPTER XIX

AGRICULTURE

Agriculture and allied industries—St. John once a prosperous agricultural community—No farming in St. Thomas due to attractions of harbour—Character of soil and its potentialities—Kitchen vegetables now imported from Tortola and Porto Rico—Observations by Baron Eggers—St. Croix an agricultural country.

ST. JOHN was once a prosperous agricultural island, but owing to the mountainous character of the country the cost of production was too high to permit competition with other sections of the world. Consequently since the abolition of slavery developments in agriculture have decreased until at the present time there is no agriculture being carried on except the raising of bay trees and lime trees. The soil is fertile but the topography of the country is such that, except in a few small valleys, modern implements cannot be used, and the necessary labour for hand cultivation is not available.

In the days when St. Thomas was a prosperous shipping centre and ships were coming in at the rate of one or more every day, all labourers on the island were engaged in various tasks about the harbour and none could be persuaded to devote his time to farming. This was so chiefly because in the harbour he could earn a dollar a day and sometimes more, whenever employed, while the wages for country labour were twenty-five

cents a day. Although in the latter case food and lodging were included, and the privilege of keeping chickens, goats, or other animals practically at the expense of the estate, men preferred to work occasionally for the higher wages rather than work continually for the lower sum, and they not only neglected to cultivate their own island but could not be induced to take up agricultural work on any other.

The soil of St. Thomas is reddish brown, contains some calcareous substances, is very deep in places, and is everywhere fertile. The plantain, cocoanut, guava, sweetsop, custard-apple, granadilla, pineapple, yam, banana, arrowroot, callaloo, etc., are indigenous. The orange, lime, lemon, mango, and grapefruit have been naturalized. Although the island has to a great degree been stripped of its vegetation, mahogany, palmetto, *lignum-vitæ*, logwood, etc., once flourished on it. Coffee, tobacco, and sugar have been cultivated, but as previously stated agriculture was abandoned in the time of the island's commercial prosperity, and has never been resumed to any degree. Even kitchen vegetables, which can be grown with hardly any care at all, are now largely imported from the neighbouring islands of Tortola and Porto Rico.

Baron H. F. A. Eggers, author of a valuable work on the flora of these islands, published in 1883 under the auspices of the Smithsonian Institute, Washington, says that "a new era of industry would open up in St. Thomas, if it were made to bear products which would have not only a local value but also could be exported and disposed of in the world's markets. The palatable guinea corn (*sorghum*), which grows here with astonishing luxuriance, could to a great extent replace the now generally used corn meal.



The most Popular Beast of Burden in St. Thomas

Photo by J. Mena



Pasture Land in St. Thomas

Photo by J. Mena

“Coffee can also be produced, as well as an endless variety of vegetables and tropical fruits. The large areas which at present give no return could, however, so far as they cannot be used for the cultivation of vegetables or as pastures, be made at least as profitable as the more fertile areas which are now used for other purposes, and that without requiring so much capital to do so.

“On these worthless stretches of land the valuable product known as divi-divi (*Lebidibia coriaria*), which is found growing wild in all the islands, mostly in St. Thomas, can be grown in large quantities, and as this article is worth from sixty dollars to seventy dollars per ton, and the cost of cultivation is small, it would pay owners of such tracts of land to raise it, and if the tannin could be extracted from it on the spot, the cost of freight being saved, there would, in a short time, be a valuable article of export available.

“Of the fibre-producing plants there is the agave, which grows wild in great numbers everywhere in the island, often upon the naked rocks. The plant attains an immense size—the individual leaves often being over eight feet long by one foot broad, and weighing over fifty pounds; these leaves contain a countless number of fine, strong fibres, which make up eight to ten per cent. of the total weight, and in strength and appearance are equal to the best Manila hemp, which they surpass in durability under water. The value of its fibre in England is £30 to £40 per ton.”

Baron Eggers enumerates many other valuable plants that grow on the island of St. Thomas and which, by proper cultivation and the employment of capital, could be made the source of large and profitable incomes. Perhaps it will be sufficient for the present work to

merely mention the seaside grape (*Coccoloba*) and the mangrove (*Rhizophora*) as other tannin-producing trees growing here; among the fibre-producing varieties, a plant of the pineapple (*Pitcairnia*), the wild growing pinguin (*Bromelia pinguin*), several species of *Corchorus*, from which jute is manufactured, the guanatail (*Sansevieria guineensis*), the commercial value of which is about \$250 per ton; the cocoa palm, the wild horseradish (*Moringa*), the seeds of which contain a fine oil which never becomes rancid; the castor oil plant; the well-known aloe, which grows wild and could easily be planted on a large scale. Space precludes our speaking of a variety of other plants and spices of great commercial value.

The island of St. Croix has been endowed by nature with characteristics which are materially different from either of the others, and which specially adapt it to agricultural pursuits. The entire south side of the island is comparatively level, and can be cultivated by modern methods. At the present time approximately 45,000 acres are under cultivation. Of these, 13,000 are devoted to sugar-cane, 2,147 to cotton, and 30,000 to miscellaneous products such as grass, imphee (*sorghum*), and other fodder crops.



Native Women Washing Clothes, St. Croix

Photo by P. S. Smith



Workers on the Bay Tree Estates, St. John

Photo by Clare E. Taylor

CHAPTER XX

SUGAR-CANE AND BAY LEAF

Establishment of Agricultural Experiment Station in St. Croix—Appropriation of \$8,000 annually guaranteed for ten years—Work of the Department—Site of the Station and its equipment—Experiments intended to benefit growers of sugar-cane and cotton—St. Croix 1916 record sugar crop—Statistics covering sugar exportations—Methods employed in cultivation and list of estate owners—Bay leaf industry in St. John—Principal operators—Mature tree yields 100 pounds of leaves per annum—Prices received for the oil.

As a result of a visit in May, 1910, by Mr. J. R. Bovell, the Superintendent of Agriculture at Barbados, who came at the invitation of the Danish Colonial Government to give expert advice in regard to the formation of a Department of Agriculture, and to report on the prevailing diseases of sugar-cane and cotton, a Department of Agriculture, with an Agricultural Experiment Station, was established in St. Croix.

The total annual appropriation for the Department, which was guaranteed at the beginning for a period of ten years, was \$8,000, the funds for its maintenance being derived as follows: \$3500 is contributed from the interest accruing from the investments of the immigration funds of the island; \$1500 is contributed from the Colonial Treasury; and \$3000 is raised by a small increase on the export tax of sugar and cotton.

Longfield Smith, B.Sc. (Edin.), Ph.D. (Leipzig),

Lecturer in Natural and Agricultural Sciences of the Barbados Department of Agriculture, was appointed Director in December, 1910, but he was not able to take up the full duties of the post until July, 1911. He was, however, able to pay two visits to the island in the interval, namely, from December 22, 1910, to February 16, 1911, and from April 4th to May 6, 1911.

Dr. Smith has continued to hold the Director's office ever since his original appointment, and his present staff of assistants are as follows: Field Assistant, H. Hollesen; Chemical Assistant, C. T. Allder; Pupil Assistant, A. M. Lindquist.

The work of the Department may for convenience be divided into: (1) Field work; (2) Chemical laboratory work; (3) Biological laboratory work; and (4) General work. The results obtained have been highly satisfactory to all concerned.

During Dr. Longfield Smith's first visit to the island, he selected "Anna's Hope" as the site for the new Experiment Station, and the Government purchased the estate dwelling-house, together with twenty-three acres of land. The land is well suited for experimental work, being level, of fairly good fertility and uniform quality. The soil is a calcareous loam on a deep marly bottom. On the estate two and a half miles from Christiansted, the Government erected an office and laboratory building according to Dr. Smith's plans. These buildings are of concrete and cost \$3000. The sum of \$3800 was spent for the original equipment, which included all fittings, engine, cane mill, agricultural implements, chemical and biological apparatus, etc., and important extensions have since been added.

During the first year thirty-eight different varieties



In the Crop Season

Photo by A. Ovesen



View over "La Valee," St. Croix

Photo by A. Ovesen

of sugar-cane were planted at the Experiment Station, chiefly in duplicate plots of one hundred holes each. In addition, several of the varieties have been planted on other estates in the island.

Special attention has been directed to work that would tend to benefit the growers of sugar-cane and cotton, which are the most important St. Croix crops at present, but valuable results have also been obtained from experiments on different varieties of sorghum, green dressing crops, spineless cactus, papaws (*Carica papaya*), and other field crops, vegetables, and fruit trees, whose subsequent adoption and cultivation throughout the island is expected to prove a very important asset.

The St. Croix sugar crop for 1916 was the largest that this island has yielded since the year 1903, and in spite of the serious labour troubles and the consequent increase in wages to the labourers, and the exorbitant steamship freight rates exacted, because of the present high prices paid for sugar, the cane-growers made greater net profits than they have enjoyed for many years. First estimates for the 1916 crop placed the probable output at 30,000,000 Danish pounds (100 English pounds equal 90.7185 Danish pounds). Approximately 50,000 gallons of rum were turned out, but none of the St. Croix factories are at present manufacturing molasses. The larger part of this sugar was sold c.i.f. New York, whence it was resold to Canada, and the March, 1916, prices of sugar in St. Croix, which might be taken as the average for the season, were about ninety dollars per ton. The rum all went to Copenhagen, and was sold at fifty cents per gallon, including the packing.

The following figures show the amount of sugar

that has been exported from St. Croix during the past sixteen years:

Year.	Amount of sugar exported.
1900.	26,387,779 Danish pounds.
1901.	18,785,396 "
1902.	26,455,591 "
1903.	34,709,480 "
1904.	23,331,274 "
1905.	27,712,849 "
1906.	12,561,930 "
1907.	24,381,682 "
1908.	23,335,600 "
1909.	8,036,618 "
1910.	22,021,004 "
1911.	21,328,418 "
1912.	20,046,836 "
1913.	12,126,814 "
1914.	10,583,753 "
1915.	8,159,009 "

The amount of sugar that is annually consumed in St. Croix is 600,000-650,000 Danish pounds. The export duty on sugar is six per cent. *ad valorem*, which approximates twenty cents per one hundred Danish pounds.

The growing of sugar-cane is the most important agricultural industry in St. Croix at present, there being 13,000 acres of land under cultivation for this purpose. In 1913, 2,147 acres were planted in cotton, but on account of destructive insect pests and the various difficulties encountered as a result of the war, the cultivation of cotton has almost ceased. Approximately 30,000 acres are devoted to other products, of which grass for pasturage constitutes the most important item.

For the sugar-cane crops the land is fallow ploughed, and is fertilized with from twenty to thirty tons of pen-manure to the acre. The ground is scored into deep furrows, five feet apart, in which the cane plants are set three feet apart. These are weeded by an ordinary hand hoe. The cane is cut by so-called "bills," and is carted to the factory on two-wheeled carts drawn by mules.

The Colonial Government formerly owned a gasoline motor plough, which was under the management of the Director of the Agricultural Experiment Station and was rented out whenever desired. In addition, the West India Sugar Factory possesses a fuel-oil motor plough (English "Fowler") which is employed by the factory on its own estates.

Formerly, there were approximately one hundred sugar estates in St. Croix, but in recent years many of these have been merged together into large holdings, and the sugar-cane interests are now controlled by the following: The Danish Plantation Company, which has no factory of its own; the West India Sugar Factory; the St. Croix Sugar Factory; the La Grange Sugar Factory; and eight small, individual concerns, six of which have factories on their estates.

The Danish Plantation Company, of which Mr. Otto H. Schmiegelow is the administrator, is a joint-stock company with headquarters in Copenhagen, and was established in 1903 for the purpose of helping out the Danish West Indies when their affairs were in such an unsatisfactory state. The company has proven of great benefit to St. Croix, but as a paying proposition for its promoters the results attained have not been so satisfactory. The company owns a number of estates which were large producers of cotton up to the time that the war started. Now, the greater portion of these

are employed for cattle-raising purposes. The cane grown by the Danish Plantation Company is delivered to various factories, the so-called Bethlehem factory taking the larger amount.

The West India Sugar Factory, which is generally known as "the Bethlehem Concern," because the factory is situated at Bethlehem, operates twenty-three estates, twenty of which are growing sugar-cane. On the remaining three cotton is grown and cattle-raising is carried on on a small scale. The sugar factory is comparatively new, and is fitted out with Austrian machinery. In addition to utilizing the output from its own estates, about ten per cent. additional stock is bought outside. The management calculated to make at least 7,000 tons of sugar in 1916.

The West India Sugar Factory is a stock company, with domicile in St. Croix and its directorate in Copenhagen. Mr. Carl Lachmann is the managing director in Copenhagen while Messrs. Torben Rist and P. Adamsen are the resident directors.

One half of the St. Croix Sugar Factory is owned by the Danish Government and the other half belongs to the Danish Sugar Factory (of Copenhagen). The managing director in St. Croix is Mr. L. V. Nielsen. The factory, located just outside of Christiansted, has machinery that was installed forty years ago, although various improvements have been added from time to time. This concern owns but three plantations, its principal business being to purchase canes from near-by estates, about three quarters of their total crop. Its estimated output of sugar in 1916 was 3,000 tons.

The La Grange Sugar Factory is owned by Mr. G. A. Hagemann, who lives in Denmark and who has not visited St. Croix for a considerable period. His inter-



Agricultural Experiment Station

Photo by D. Hamilton Jackson

ests here are administered by Mr. Christian Sorensen. The factory is fitted out with up-to-date machinery, brought from Glasgow, and is capable of turning out thirty tons of sugar daily (twenty-four hours). Two thousand tons, approximately, was its output in 1916. On January 1, 1916, the entire plant, including machinery and other complements, was offered for sale for \$300,000.

Of the eight individual concerns the following are the most important: "Concordia," owned and operated by Mr. W. H. Fleming; "Whim," owned by Miss M. Latimer and managed by Mr. J. W. Smith; "Hogensborg," owned and operated by Mr. G. B. Fleming; "Diamond," owned and operated by Mr. Malcolm Skeech; and "Clifton Hill," owned and operated by Mr. Axel Hoffmann. Rum alone is made by several of these individual plants, and the combined output from them all for 1916 was estimated at 2,000 tons of sugar, or its equivalent in rum.

The cultivation of the bay tree, and the extraction of the oil from its leaves, provides for the island of St. John its most important industry, and the distillation of this oil and its subsequent manufacture into bay rum furnishes for the sister island of St. Thomas its only article of local manufacture and the most important of all its exports. Approximately 4000 quarts of bay oil are produced in St. John annually, the greater part of which is sent to St. Thomas, from which it is estimated there is manufactured for export purposes about 60,000 cases (each case containing twelve quart bottles) of bay rum. The retail price of bay rum in St. Thomas is twenty-five cents per quart bottle, while the present price of the oil in St. John is \$4.50 per quart. No customs duty is levied on any article of export from

either of these two islands. The St. Thomas bay rum, which is considered the best on the market, is sent to all parts of the world. The greater part, however, is exported to Jamaica, and to Panama, whence it is transshipped to the countries on the west coast of South America.

The principal operators in the bay leaf industry in St. John are: E. W. Marsh, A. White, G. Bornn, and A. Lindquist; and the leading St. Thomas manufacturers of bay rum are: H. Michelsen, A. Riise, the St. Thomas Bay Rum Co., Ltd. (J. Paiewonsky, managing director), David Bornn, A. Vance, and Valdemar Müller.

The requirements for the extraction of the oil from the bay leaves, and its later manufacture into bay rum, are not of sufficient importance to warrant a special interest here on the part of manufacturers of this class of machinery, inasmuch as the only important appliance for which there might be a very limited market would be a still that could extract a greater quantity of oil from the leaves than is obtained at present by the crude methods employed, and one that would automatically separate the oil from the water. For the bay rum that is exported from St. Thomas, the cases, bottles, etc., are all imported from the United States, with the exception of the corks, which come from Spain.

In almost any part of the island of St. John, excepting the eastern and south-western sections, bay trees can be grown, but they are said to thrive better on an altitude of several hundred feet above sea-level, and in soil that is exceptionally rich. About fifty acres, only, of land in St. John are devoted to the careful cultivation of this tree. If allowed to develop freely, the bay tree grows to a considerable size. However, the size mostly pre-

ferred, on account of the ease with which the leaves can be gathered, is about fifteen feet diameter across the branches. Where cultivated, the trees are planted eight feet apart, and a tree three years old should be of sufficient size to warrant the plucking of its leaves without fear of doing injury to it. The pickings of the first few years should yield about twenty-five pounds of leaves to a tree each year, but after the tree has reached its maturity at least one hundred pounds of leaves can be counted on annually, providing the weather conditions are favourable. A bay tree reaches its maturity when about ten years of age and under ordinary circumstances will continue to bear leaves for fifty, sixty, and seventy years.

According to the opinion of experienced growers of the bay leaf in St. John, three pickings a year bring in the best yield and create conditions that favour the superior quality of the leaf, and conduce also to the welfare of the tree. It is argued, too, for the benefit of the succeeding crop of leaves, that the breaking of the branches by hand is far better than the use of pruning knives. In St. John the bay trees begin to blossom early in July, and drop their seeds during the months of August and September, immediately after which the finest quality, and the best yield, of leaves is found.

At the present time the bay leaves that are produced in St. John by the smaller growers are sold for one and one half cents per pound. In normal times they sell for two cents per pound. The present price of the oil is considerably less than what is ordinarily received, and because of the very slack market in St. Thomas, and the failure to find buyers abroad, a large number of the bay leaves are being allowed to go to waste.

CHAPTER XXI

AGRICULTURAL EXPERIMENTS

Experiments on sugar-cane—System of dry-farming recommended because of erratic rainfall—Steam-ploughs—Cost of ploughing—Cotton increasing in importance—Efforts to exterminate pests—Sweet sorghum and other miscellaneous crops—Fibre plants—Kapok—No forests of any considerable extent—Mineral resources.

THE Director of the Agricultural Experiment Station has been developing a cane which will be better suited to the soil and climatic conditions than any of the varieties now being grown. But although much progress has been made in this direction, it is too early yet to publish any statement regarding the results.

An interesting fact shown by these experiments is that in the cultivation of the cane chemical fertilizers are of no advantage in promoting its development. Comparative experiments were made on different estates under actual working conditions. When the canes were reaped those that had been subjected to fertilization did not show as good an analysis as those unfertilized. The only fertilizers used in the fields are animal manure and plant refuse which is turned under at the time of ploughing.

The Station is recommending a system of dry-farming as there are no definite wet and dry seasons. The rainfall is erratic—there are usually periods of copious



Whipping Cotton at "Prosperity" Factory, St. Croix

Photo by A. Ovesen

rains followed by periods of drought. In order to encourage dry-farming, the principle of which is to so cultivate the ground that it acts as a storage reservoir during dry spells, the Government bought in the United States in 1913, a gasoline tractor and a six bottom engine gang plough with subsoil attachments. This outfit is rented to planters who pay the cost of operation, that is, labour and fuel, while they are using it, and in addition a small amount estimated sufficient to cover the cost of repairs and the expenses while the plough is idle. It has been used in the cultivation of cotton and cane, and in each case the results have proved the value of this method.

The cost of ploughing has varied widely, records showing that cotton-fields can be ploughed to a depth of eight inches for from \$2.50 to \$3.00 per acre. In this case subsoil attachments are not used. In ploughing cane-fields the cost varies from \$2.40 to \$6.00 per acre.

Since 1911 a steam ploughing outfit of English make, with cable drawn ploughs, has been in use on one of the estates and is the only other motor plough on the island. The Station, however, has imported and tried many modern implements. Demonstrations to planters are made either at the Agricultural Station or on their own estates so that practical knowledge regarding the results may be gained before deciding whether to buy or not.

That cotton will ultimately become second in importance to cane in the island of St. Croix is the belief of all who have knowledge of cotton in the past. The varieties which the Agricultural Experiment Station first considered were "Stirling S" and "Cameron 106." One variety of Egyptian known as "Sakellarides" was also tried as well as an upland cotton called "Southern Cross." From these, many crosses and hybrids have been evolved but sufficient time has not yet elapsed to

reveal the plant for which they are looking, namely, one which is insect resisting and which produces a large quantity and good quality of lint. The work of selection is going forward with undiminished energy and it is expected that before long the success already attained will be crowned with a complete solution of the problem.

To assist in the extermination of insects there is now a "close season" on cotton. By this is meant that after the crop has been gathered the rubbish is burned and the fields are allowed to lie fallow for a month or more. It is believed that by this procedure, if all growers co-operate, there will be no plants left to sustain insect life and consequently the next crop will be free from pests. Other schemes for the same purpose are also to be enforced.

Appraisals and spinning tests which have been made on different samples have shown the lint to be of high grade. There is a ready market for all the cotton that can be produced.

Arrangements have been made to replant a large portion of the former acreage and to increase it as fast as conditions and returns warrant. It is estimated that there are at least 5,000 acres of land in St. Croix that are well adapted to this crop.

One of the most interesting experiments that has been carried on has been in connection with sweet sorghum, the sucrose content of which is said to have been successfully crystallized at the Agricultural Station. This crop is raised from the seed, but it grows so rapidly that the weeds are kept down and it is reaped by machinery. The labour, therefore, for the whole crop is very much less than that required for sugar-cane, and it is an item of importance in solving the prevalent labour difficulties.



La Grange Sugar Factory, St. Croix

Photo by A. Ovesen



View over "Bethlehem," St. Croix

Photo by A. Ovesen

The chief miscellaneous crops that are receiving the attention of the Agricultural Station are those suitable for food, fodder, or green dressing.

For green dressing there are Lyon beans, Canada beans, and cow peas. For food there are sweet potatoes and maize. For fodder there are spineless cactus, which after four years of trial has been unsuccessful as it "grows very slowly and is subject to the attacks of several pests," according to the Station report; several varieties of sorghum; and most important of all, imphee. This last is highly recommended as a rotation plant for cane and cotton, especially cotton, as its strong and rapid growth prevents the fields from becoming choked with weeds between cultivations. It is ready for cutting within ten weeks after planting and will spring up from the ratoons, thus yielding two more good crops. It is especially desirable as stock feed and for the large amount of usable manure which can be returned to the land. The imphee therefore does double duty by feeding the cattle and enriching the soil instead of merely exhausting it. Moreover, the manure or humus is a notable moisture retainer and as such is an invaluable aid to successful dry-farming.

With the exception of Sea Island cotton there has never been any serious attempt to introduce the cultivation of fibre plants in any of the Danish West India islands. Some rather desultory experiments have been made with sisal, but none of them have been followed up closely enough to determine whether or not this fibre could be made a profitable commercial commodity. At present the greater part of the sisal cultivation is conducted by the Danish Plantation Company. Due very largely to the efforts of the Director of the Agricultural Experiment Station, Dr.

Longfield Smith, several types of Sea Island cotton have been developed which not only produce a very satisfactory amount of lint per acre but also a fibre of excellent length and quality. The yield from a four-and-one-half-acre plot, of which careful records were kept, was 5,299 pounds of seed cotton yielding twenty-five per cent. of lint worth in the market in Manchester, England, thirty-four cents per pound. This is not to be accepted as the average yield, however, although records covering a period of years have amply proved that cotton is a profitable crop when cultivated in commercial acreages.

Although the trees are found in a wild state in various parts of the island of St. Croix there has been no attempt made to develop the cultivation of kapok for commerce. The fibre is not dissimilar to that found in Java. It would seem feasible to reforest with kapok trees some of the hillsides that are at present practically unproductive and thus increase the export products of the islands. Thus far there has been a decided tendency toward concentration of effort on a single crop or at most two, sugar and cotton, but the importance of diversification of crops is being emphasized, and it is not at all improbable that the near future will see considerable changes in the agricultural development of these territories.

There are practically no forests of any extent on any of the islands, the greater part of the trees having been cut down, some of them for use as building material, the others for making charcoal, the universal fuel. On St. John there are still to be found a few trees of logwood but not in sufficient numbers to make them a commercial asset. Hardwoods are scarce, the majority of the trees being suitable only for firewood or the manufacture of charcoal. It would seem that some system



"Bethlehem," Sugar Factory, St. Croix

Photo by A. Ovesen



Bay Oil Still, St. John

Photo by H. G. Brock

of reforestation might be devised and put into operation that would turn much of the now unproductive land into lucrative holdings. In many sections the coco tree might be planted with excellent results, and in other portions of the islands other trees might become sources of forest wealth.

Shipping facilities may militate against the shipment of the cocoanut as a fruit, but there is a fair demand for cocoanut oil and copra, neither of which are perishable or require shipment at special times or by fast boats.

No mining has been attempted in the former Danish West Indies; in fact, there is no record of any prospecting or authentic information, either positive or negative, available on this subject. There is unsupported testimony from native sources that both copper and iron are to be found on St. John, but nothing is known regarding quantities. It is a fact that there are frequent outcroppings of rocks which appear to have a ferrous composition but apparently no organized effort has been made to learn whether they indicate deposits of value or not. In the same locality red ochre is found in a state of purity sufficient to permit its use as a stain for the walls of the houses. Limestone is found in many places but no use is being made of it. There is a market for lime in St. Croix where the sugar mills use it in large quantities, but at present all of it is imported, with the exception of a little that is produced by burning conch shells.

CHAPTER XXII

MANUFACTURES

Danish Plantation Company formed to help islands out of their economic difficulties fifteen years ago—Activities cover interests in cotton, cattle, cane, bay leaves, and limes—Process of making sugar—How bay leaves are obtained—Methods of manufacturing the oil—Lime trees and their products—Soda water and ice factories—Hand-made goods.

THE Danish Plantation Company, a Danish stock company, was formed fifteen years ago for the purpose of operating estates and of assisting in various ways the islands in their economic difficulties.

The company's activities include the raising of cotton, cattle, and cane in St. Croix and cattle, bay-trees, and limes in St. John. It also owns or controls land on St. Thomas, which has not yet been productively cultivated.

The production of cotton formed a large part of its activities in St. Croix prior to the European war, but since then the lands which were devoted to cotton have been given over largely to cattle-raising. As the company has no factory, the cane is sold to others, principally to the Bethlehem company.

The former Danish West Indian Islands were primarily devoted to agriculture, and the only manufacturing carried on is in connection with products of the soil. Each island shares to some extent in such manu-

facturing as there is. St. Croix produces sugar, rum, and molasses; St. Thomas, bay rum; St. John, bay oil, bay rum, concentrated lime juice, and citrate of lime.

The process of making sugar here does not differ materially from the process in vogue in other cane-sugar countries, and the factories are equipped with fairly modern machinery. However, the low price of sugar has prevented the accumulation of profits which could be devoted to that purpose and consequently few improvements have been made in the last few years, except those necessary to keep the plants going.

From nearby cane-fields the cane is transported to the factories by ox-cart or mule-cart and from the more distant fields by industrial railroads which extend far out into the country.

In order to avoid hauling cane too great distances a system of central pumping stations was inaugurated and is still working. Cane brought to these stations is ground and the heavily limed juice which is extracted is then pumped to the factory, some distance away, where the process for obtaining the sugar is completed.

Molasses is a by-product of sugar and is sold as molasses or turned into rum. Owing to the high prices for the latter which have prevailed during the last two years no molasses is now being shipped. As rum for use in the arts and for manufacturing purposes, it finds a ready market in Europe. Several small estates devote their entire cane crop to the production of rum, making no sugar at all. One of the estates makes muscovado sugar.

The essential oil of bay is obtained from the leaves of the bay tree. The picking is done by children who climb the trees and throw down the leaves to the women,

who catch them and pack them into bags holding about seventy pounds. Instead of gathering them one by one small twigs are broken off, each twig bearing twelve or fifteen leaves. This process seems to help rather than hurt the tree, as a growth of several new shoots replaces the old one, thus increasing within certain limits the leaf yield. So rapidly do the leaves grow that the process can be repeated within four months. Opinions differ as to the number of pickings advisable per year, but according to some authorities the best practice is to let the trees absolutely alone for a year. In this way the trees are said to keep in better condition and the leaves are more productive as they increase in oil content the longer they remain on the tree.

Owners of estates pay the leaf-pickers eight cents per bag, containing not less than sixty pounds. For bags of less weight the price is reduced. On the other hand, some owners have adopted the system of paying a higher price for bags weighing seventy-five pounds or more and containing only well-selected leaves. If the leaves are bought by the distillery from some other estate the price is two cents a pound, which includes both the cost of the picking and the cost of the leaves.

The leaves are carried to the still by means of which the oil is extracted. Leaves and twigs are put into the retort and the resulting product of distillation is called bay oil. This is the essence of the leaves and is quite unfit for direct use as a toilet article. To obtain bay rum the bay oil is mixed with rum or alcohol and water, and then distilled, usually by the firm that markets the finished product. If rum is used, especially the cheaper grades, the odor of the bay rum is affected and it will be of an inferior quality. Most of this mixing and subsequent distilling is done in St. Thomas by firms who



View of Coral Bay, St. John, from "Bordeaux"

Photo by H. Petersen



Native Hut in St. John

Photo by H. Petersen

purchase the oil from St. John. The alcohol and rum come either from St. Croix, Porto Rico, or Cuba.

Another way of manufacturing bay rum is to distill the leaves direct in alcohol instead of first converting them into bay oil. The product obtained by this method is superior in strength and aroma to that made by the mechanical mixture of the ingredients. A small amount of bay rum is produced in this manner in St. John.

The price of bay oil is ordinarily \$4.50 per quart. From one quart of the oil many quarts of bay rum can be made, according to the strength to which it is distilled.

The price of bay rum distilled direct from the leaves fluctuates with the price of alcohol and at present with the alcohol costing seventy-six cents a gallon at St. Thomas, bay rum sells for seventy cents a gallon.

Arrangements can be made with at least one plantation to manufacture bay rum by the direct distillation process from alcohol furnished by the purchasers. If alcohol is laid down at the still without charge to the company they will turn it into bay rum for approximately thirty cents per gallon. The purchaser will furnish also all necessary containers and pay all freights. Owing to the addition of water and the bay oil which distills out in the process each gallon of alcohol will be converted into nearly two of bay rum.

Concentrated lime juice is made from the limes grown in St. John. Trees bear prolifically, in many cases at only three years of age, and one orchard which is being cultivated along scientific lines is beginning to give very gratifying results four years after setting out. The concentrated juice is usually sold in England where it is used by the dye houses of Manchester.

Citrate of lime has not yet been manufactured but it is the intention of the planters to make it when their orchards are in full bearing and conditions are just right. A small quantity of limes are preserved as "pickled limes," an edible commodity well known in some sections of the United States. The process consists in soaking the fruit in clear sea-water for a certain number of days, the water being changed at regular intervals. At the end of the proper time the limes are shipped to market, still in brine, and retailed, either bottled or in bulk.

In each of the cities of St. Thomas, Frederiksted, and Christiansted, there is a soda-water factory which makes various kinds of soft drinks. The flavours are imported chiefly from the United States. While the daily output is small, the business exists all the year round and in the aggregate amounts to a very respectable total.

In each of the same cities there is also an ice factory, although the Frederiksted plant having proved unprofitable to the owner is not now running. The plant in Christiansted has an output of half a ton of ice daily and supplies both of the cities in St. Croix. The machinery is all of American make and so is the ammonia gas which is used. On account of the high cost of ice (\$2.00 per 100 pounds), comparatively few families make use of it. Drinking water is kept cool in earthenware receptacles of various sizes and shapes. The Australian water bag also is being tried out for this same purpose, and should it prove successful there will be a demand for it if it is not too expensive.

The native industries consist in the weaving of a few baskets, mats, and hats. In St. John the natives are skilful in making baskets from the trailing vines which

are so common in the tropical forests. The local market is limited and the people who depend upon this work fare rather poorly except in tourist season, when there is more demand for their artistic and useful products, which are appreciated by visitors.

A few of the straw hats with typical small crown and wide brim also are made in the islands, but hardly on a commercial scale.

CHAPTER XXIII

POPULATION

Total population of the former Danish West Indies in 1911 amounted to 27,086, about 93 per cent. belonging to negro or coloured race—Colour line not strictly drawn—Many mixed marriages—English language prevails—Occupations—Hospitality of people—Mode of living—West Indians born musicians—Criminality not alarming.

ACCORDING to the census taken in the month of February, 1911, the total population of the former Danish West Indian Islands amounted to 27,086, but this number is probably reduced by two hundred or more by this time, owing to the emigration, principally of the youth, to the neighbouring republics of Santo Domingo and Haiti as well as to Porto Rico and the States. The following table will show how the population was distributed in 1911, according to the returns that were made to the Danish Government:

<i>In St. Croix.</i>	<i>Men</i>	<i>Women</i>	<i>Total</i>
Town of Christiansted.....	1,970	2,622	4,592
Town of Frederiksted.....	1,338	1,865	3,303
Country districts.....	4,255	3,417	7,672
Total.....	7,563	7,904	15,467
<i>In St. Thomas.</i>			
Town of Charlotte Amalie.....	3,281	4,966	8,247
Country districts.....	1,214	1,217	2,431
Total.....	4,495	6,183	10,678

Population

185

<i>In St. John.</i>	<i>Men</i>	<i>Women</i>	<i>Total</i>
Cruz Bay settlement.....	14	19	33
Country districts.....	<u>436</u>	<u>472</u>	<u>908</u>
Total.....	450	491	941

In the Danish West Indies.

Towns.....	6,603	9,472	16,075
Country districts.....	<u>5,905</u>	<u>5,106</u>	<u>11,011</u>
Total.....	12,508	14,578	27,086

In the year 1791 the number of souls in these islands is said to have totalled 31,426, which number is found to have increased to 43,178 in 1835, when the first official census took place. From 1835 to the present a steady decrease in the population is noted, and this reduction has been felt principally in the island of St. John, where there are now but a very few more than one third of the former inhabitants. As compared to the previous ten years, from 1901 to 1911 there appeared a birth decrease in St. Croix of about 1,500, while there was an increase of 750 in St. Thomas and an increase of 150 in St. John. Consequently during this period 1,600 people must have departed from St. Croix, 1,100 from St. Thomas, and 100 from St. John.

In regard to the sexes, the official census returns show that in 1911 there were 12,508 males and 14,578 females in the three islands. A large majority of these belonging to the marriageable age were registered as being unmarried, and from 1901 to 1911 seventy per cent. of the children were born outside of wedlock. Out of the total population, 21,198 were born in the Danish West Indies, 5,166 in other West Indian islands, 373 in Denmark, and 349 were born elsewhere, 82 of these coming from the United States. No statistics have been col-

lected in recent years relative to the colour division, but it is estimated that in St. Thomas fully ninety-three per cent. of the population belong, or are related, to the coloured or negro race, and in St. Croix this percentage rises a trifle higher.

The colour line is not at all strictly drawn, and mixed marriages are found to be very common. A large proportion of the children are mulattoes. In addition to the marked variations in colour there is a still more marked variation in nationality. Although formerly a Danish possession and governed by Danish officials, yet the number of Danes living in the island was comparatively small; they were principally Government officials, physicians, a few tradesmen, the gendarmes, and a few planters. The greater portion of the planters are British, especially Irish, while the remainder are Creoles. Consequently, the language varies also, with the English tongue greatly prevailing.

On St. John there are at present only two white land-owners, and only one white man making his home there. The population is entirely rural, there being no town worthy of the name in this section, the largest settlement being at Cruz Bay.

Of the temporarily or permanently incapacitated the 1911 statistics show the following: blind, 77; deaf and dumb, 28; weak-minded, 19; insane, 67; sufferers from elephantiasis, 178; lepers, 69. As to means of subsistence, 1,059 lived by unskilled labour; 8,322 by agriculture; 2,335 by fishing and the sea; 4,571 by industries and trade occupations; 1,793 as business men and merchants; 7,014 by common or day labour; 685 by job work; 185 as capitalists, pensioners, and house-owners; and 1,122 were assisted by the Government.



Market Place, Frederiksted, St. Croix

Photo by A. Ovesen



Market Place, St. Thomas

Photo by Clare E. Taylor

All the inhabitants of the former Danish West Indies, whether planters, merchants, or officials, have in common one laudable quality, namely, their great hospitality. It is not too much to note that the West Indian hospitality is renowned, and it is a quality that adds to the attractions of the islands.

It might also be added that one fares by no means ill in this country. It stands to reason that many of the culinary advantages of a cold climate cannot be found in the tropics. There are many fruits, vegetables, various kinds of meats, etc., that are enjoyed in the northern climes that are lacking here; but, on the other hand, the majority of the good foods of the North can be procured in hermetically sealed tins. In addition there is a wealth of meat foods, vegetables, and fruits that are peculiar to the southern soil and they are usually much appreciated by the foreigner. Among these delicacies may be mentioned yams, alligator-pears, pineapples, guavas, mangoes, etc. In respect to the more substantial food, these three West Indian islands are celebrated for the excellence of their mutton, fine turkeys, guinea birds, and other poultry. Furthermore, there is to be found here the delicious turtle, which can be made into a most appetizing soup or dressed in the shell, fine crabs and lobsters, a variety of toothsome fish, and a generous supply of native game. The West Indians appreciate good living, and generally have for their midday meal, which is called "breakfast," as well as for their dinner at night, two or three courses besides the soup. The early morning meal is, in common with the custom found in most tropical countries, very slight, and consists usually of a cup of coffee or tea and a slice or two of buttered toast.

English is the language generally spoken; and up to

the date of the American occupation, it might be said to have been the language of the country if Danish had not been official. Except among officials and soldiers, and for street signs and official notices, Danish was not used to any great extent. Spanish, French, and German also are spoken by many of the inhabitants. Denmark never offered to enforce the compulsory acquirement of Danish, but owing to certain regulations governing appointments to various public offices, many of the more ambitious of the young folk mastered the language of the country to whose flag they owed allegiance. With a liberality not usual among continental nations Denmark never extended compulsory military service to the Colonies. Once on a time, there were volunteer corps which turned out now and then with all the "pomp and circumstance of war," but none of them survived except the Brand Corps, which is actually the fire brigade, under a Brand Major and officers. This body does good service and, when assisted by the coal women and servants who, when the cry of fire is raised, rush to the scene with their buckets full of water, will stay a conflagration quicker than a company with better appliances.

The West Indians appear to be born musicians, and this fact is strongly exemplified in the excellent quality of vocal and instrumental music provided by the church choirs. Further noticeable expression of the musical tendencies of the people is observed in the existence of numerous orchestras, of varying sizes, which provide music for dances, weddings, birthday parties, etc., and two high-class brass bands, each comprising about twenty-five pieces, in both of the islands of St. Thomas and St. Croix. Open-air concerts are rendered in the principal parks of the three cities on most every pleasant



View down the Main Street, St. Thomas

Photo by Clare E. Taylor



“Water Gut,” Christiansted, St. Croix

Photo by A. Ovesen

Sunday afternoon and occasionally on a moonlight week-day evening.

The criminal records in the islands are not alarming, as is shown by the following statistics, published by the local Government, concerning the business coming before the St. Thomas courts during the calendar year 1916:

Prisoners, January, 1916.....	31
Arrested during the year.....	294
Prisoners, December 31, 1916.....	27
Of police and criminal cases there were for the year.....	267
Persons punished, 225, as follows:	
Corporal punishment (boys under 18 years).....	5
Fines (of which 79 expiated).....	169
Ordinary imprisonment.....	1
Imprisonment with bread and water.....	3
Imprisonment with hard labour up to 6 months.....	53
Imprisonment with hard labour from 8 months upwards.....	4
Civil cases.....	158
Cases before the Court of Reconciliation.....	8
Cases reconciled.....	3

A murder case in these islands is very rare, there being but two or three such in the recollection of even the oldest of the local inhabitants. Drunkenness, too, is not so common as might be expected. The principal complaints lodged against the majority of prisoners are those pertaining to petty thefts, but owing to the severity of the Danish colonial law dealing with such cases even this violation of the law has never in recent years assumed very great proportions. The majority of the private and public buildings are not provided with glass windows, and frequently the inmates are in the habit of leaving their doors unlocked both day and night and dwell in perfect security.

CHAPTER XXIV

EDUCATION AND RELIGION

A school year in the former Danish West Indies, April 1st to March 31st
—Fines levied against parents and children for unexcused absences
—General supervision of school work vested in a School Director—
Instruction given gratis—Amounts of money appropriated—
Teachers' salaries—Moravians and Roman Catholics conduct important church schools—Church denominations represented—
Religious needs well supplied—Statistical and historical notes—
Masons and Odd Fellows—Societies and social organizations.

A SCHOOL year in the group of islands until lately known as the Danish West Indies is reckoned from the 1st of April to the 31st of March and is divided into half-year periods that commence, respectively, on the 1st of April and the 1st of October. Every healthy child between the ages of seven and thirteen years, according to the reading of the Danish colonial law, is bound to be instructed either in the communal school of the district of residence, a Government-recognized private school, or, with the approval of the School Committee, at home. Two sessions are held six days in the week, the first session lasting from eight to eleven o'clock in the morning, and the second from one to four in the afternoon. In the communal schools the younger children regularly attend the morning sessions while the elder ones receive their instruction in the afternoon. During the old régime, the schools were closed every Sunday, two weeks at Christmas, one week



Communal School Building, St. Thomas

Photo by Clare E. Taylor



A Country School-House, St. Thomas

Photo by R. H. Beck

at Easter, Ascension Day, Whitmonday and Tuesday, the King's birthday, and the holy-days at the beginning and end of the hurricane season. In addition, a vacation of three weeks is generally given during the month of September. Children who belong to the recognized congregations are also exempted from attendance at school on the holy-days of the church to which they belong.

Fines are levied against both the parents and children for the unexcused absence of the latter from school in the following manner: "If a pupil is absent at the beginning of the instruction without having been legally excused, there *shall* in the town schools, and *may* in the country schools, be imposed a fine of from Francs 0.05 to Francs 0.25 if the pupil presents himself before the expiration of the first hour. If a pupil comes later than that, or is altogether absent, the fine is fixed, on the other hand, at Francs 0.50 for the first day and Francs 0.25 for each following day of absence in the same week, which fines, however, may be increased, if necessary, to Francs 2.50 per day. For unlawful absence from an examination the highest daily fine is to be imposed."¹

All of the schools in the former Danish West Indies, including the private institutions of learning, are under the control of the School Boards in the respective districts in which they are located; and a general supervision of the work of the schools, as well as a control of their management, is vested in a School Director, who was formerly appointed by the Danish Crown. Mr. O. Rübner-Petersen holds this office at present, and under his able management the school system has been

¹ Article 15 of the School Ordinance for the Municipality of St. Croix, dated May 10, 1912.

gradually extended during the past few years, new buildings opened, and new courses instituted. Instruction in the communal schools is given gratis, and all school requisites, such as reading-books, slates, copy-books, and sewing materials are provided by the Government. During the year 1916 about 3,500 pupils were enrolled in all grades, and for their instruction and the upkeep of the school system, the sum of \$21,485.05 is estimated in the 1916-17 budgets, \$7,921.69 to be allotted to the St. Thomas and St. John districts, and \$13,563.36 to St. Croix. The high school masters in St. Croix are Danes, but most of the remainder of the teachers in all three islands are natives who have been given a course of training in Danish in Copenhagen or they are teachers who have been obtained from the neighbouring British island of Antigua. The salary of grammar school teachers is thirty dollars per month; that of high school teachers is sixty dollars per month, for twelve months in the year.

The language of tuition in these West Indian schools in practically all the classes is English, and instruction is given in the following subjects: Bible history, reading, which is to include the fundamental ideas of grammar, writing, spelling, mental and slate arithmetic, physiology, geography, including the history of the islands, Denmark, and America, singing, Danish, needle-work, and when circumstances permit, drawing, gymnastics, gardening, and housework.

Of the church schools, those carried on by the Moravians and the Roman Catholics are the most important. Numerous private schools exist in both St. Thomas and St. Croix, and in addition many of the sons and daughters of prominent families are sent to the United States to obtain their education, and a few, especially the



Richmond High School



Moravian Church in Charlotte Amalie

Photo by Clare E. Taylor

children of those who have come out from Denmark, have been accustomed to go to Europe for purposes of study.

The population of St. Thomas, St. John, and St. Croix is ministered unto by representatives of several church denominations, among the most important of which may be numbered the English-Episcopal, Roman Catholic, Moravian Brethren, Lutheran, which was the State Church, Methodist, and Dutch Reformed, and all of these possess substantial and very attractive church buildings in the islands. The Israelites have a very pretty synagogue in St. Thomas, which in past days was always filled with a large and influential congregation. In addition, there are two sectional bodies, the Adventists and the Christian Mission, which have small conventicles and unimportant followings in the two larger islands. The religious needs of these communities are therefore amply supplied, and the churches with their activities of a social and charitable character, which have been considerably increased of late years, are most important factors in the moral uplift and spiritual welfare of the island peoples.

The pastors of the several churches are for the most part well-educated and capable ministers of the Gospel and, thanks chiefly to their interesting and helpful sermons, they attract large-sized congregations to their services, which are usually held twice on Sunday and once during the week.

According to the statistics taken in the year 1911 the following figures are given relative to the number of adherents to the leading church bodies in the three islands:—English-Episcopal, 9,050; Roman Catholics, 7,369; Moravian Brethren, 5,543; Lutherans, 3,206; Methodists, 1,174; all others, 744.

The Lutheran Church was established here about the year 1688, shortly before the advent of the Reformed Dutch Church, both having been introduced under the auspices of the Dutch East India Company, for the spiritual needs of the original colonists. About the year 1730 the deplorable condition of the slaves in St. Thomas was brought to the notice of the Brethren's or Moravian Church, which sent to the island in 1732 a small body of missionaries, who devoted themselves exclusively to the religious teaching and education of this portion of the population. About 1754 their work was extended to St. John and somewhat later, when St. Croix was acquired from the French government, also to St. Croix, at the special request of a Danish nobleman who had acquired estates there and was interested in the spiritual welfare of his slaves.

In St. John until quite recent years, the Moravian Church ministered to the entire population, a Lutheran clerk only being supplied for the few members of that denomination in the island, with occasional services by the minister from St. Thomas. Within the last decade, however, a pretty little chapel has been erected by the Lutherans at Cruz Bay in the west end of the island and regular Sunday services are now held either by the pastor from St. Thomas or the rector of the church. The Moravians have two congregations at either end of the island and in connection with these conduct three schools. In St. Croix they have churches in the two towns and in the centre of the large country district, and in St. Thomas in the town and in both the eastern and western parts of the island.

The Moravian Church has been the pioneer in the educational work of these islands, and in the early years of the nineteenth century its schools received govern-

Danish Lutheran Church, Christiansted



Public School Building, Christiansted



ment approval and the educational system was practically put into its hands. At present it is responsible only for the country schools of St. Thomas and St. John, and for its interest and activities along these lines it receives a generous subsidy from the government.

The Roman Catholic, Anglican, and Wesleyan denominations were originally drawn to these islands by the need to minister to the people of their communions coming from the French and English islands, the Catholics coming principally from Martinique and Guadeloupe and giving the name to that part of the town known as Frenchman Hill. The large congregations of the Roman Catholic and Anglican Churches represent the best part of the foreign and native population, while the Wesleyan Church, which came here in the early eighties, ministers to practically the same class as the Moravian and Lutheran bodies. The educational interests of the town, outside of the communal school system, are divided between the Roman Catholic and Moravian Churches.

Of the nationally recognized secret orders, the Masons and the Odd Fellows have good-sized representations in both of the two larger islands. These two societies date far back to their beginnings in the former Danish West Indies, and both of them can point with pride to the amount of good they have accomplished.

The labour unions in St. Croix and St. Thomas have for their chief object the betterment of the condition of the labouring classes. In addition, in St. Thomas there is a so-called Civic League which was founded just about the time the negotiations for the sale of the islands to the United States of America were nearing completion. According to Article II of the Constitution of

the St. Thomas Civic League, its object is, "by the use of all lawful means to promote every agency tending to the improvement of all conditions,—intellectually, socially, politically, and economically." All male persons with right of suffrage may become members at any general meeting by signing the Constitution, and all male persons without right of suffrage who are over twenty-one years of age are eligible to make application for membership.

The United Brethren of St. Joseph Society was established in the island of St. Thomas, Danish West Indies, on the 19th day of March in the year 1856, by the mechanic class of men known as caulkers and ship carpenters. Its objects were to better the general condition of humanity and to prevent poverty among its own membership. The society's buildings, as they stand at present, were built and have been kept up by the frugal earnings of its members. There is a female branch that is subordinate to the Brotherhood but which has its own laws and working orders. This society is the oldest in the islands, and has worked a great amount of good during its lengthy and somewhat varied history.

Clubs are established in the three towns of the two larger islands and they comprise in their membership the representative peoples of the leading classes. All three are provided with billiard tables and good reading-rooms, which keep on file a splendid selection of books and the most important of the American, English, and European newspapers and magazines.



Moravian Parsonage, St. Thomas, after the Hurricane

Photo by Clare E. Taylor



“The Fort,” St. Thomas

Photo by Clare E. Taylor

CHAPTER XXV

GOVERNMENT

Danish West Indies were colonies of Denmark for two hundred and fifty years—Under direct jurisdiction of Minister of Finance in Copenhagen—Executive power vested in a Governor appointed by the Crown—Two political groups—Legislative power possessed by two Colonial Councils—Charlotte Amalie and Christiansted seats of Government—Crown appointees—Judges to serve for life—Government revenues—Colonial law for the islands.

EXCEPTING for two brief intermissions the Danish West Indies, which include the islands of St. Thomas, St. Croix, and St. John, were colonies of the Danish Crown from March 30, 1666, up to March 31, 1917. All of the several provinces, colonies, and dependencies of Denmark are under the direct jurisdiction of one of the Cabinet Ministers in Copenhagen, and the Danish West Indies were in charge of the Minister of Finance, with the executive power vested in the hands of a Colonial Governor appointed by the Crown.

The Danish group was divided into two parts, politically, the first comprising the islands of St. Thomas and St. John, while the second consisted of the island of St. Croix. Legislative power was vested in two distinct Colonial Councils, the seat of one being in Christiansted, the capital of St. Croix, and of the other in Charlotte Amalie, the only town in St. Thomas.

In addition to the Governor, the Government Secretary, Judges of the Courts, School Director, Captain

of the Gendarmerie, and the heads of the Post Office and Customs Departments were appointed by the Crown and exercised jurisdiction over all three units of the Danish group. Except for a few minor clerical positions and several police officers in St. Croix, all Government places were always held by Danes.

The local Judges served for life. The Judge who presided over the Court in St. Thomas had authority also over St. John, and visited that island at irregular intervals. The whipping-post had not been abolished during the Danish rule. It was used principally for the chastisement of unruly boys, but occasionally for older delinquents. Stealing was the principal offence for which people were arrested, and the fines levied were extremely heavy in many cases.

The Government revenues were raised largely by import duties, export duties on sugar, trade and lamp taxes, vehicle taxes, boat taxes, real estate taxes, and a head tax on all persons leaving the islands for other countries.

The Colonial Law for the Danish West Indies, which is still in operation, in so far as the same is compatible with the changed sovereignty, reads, substantially, as follows:

The Supreme Authority of Legislating for the Danish West India Islands in all matters exclusively relating to affairs within the boundaries of the islands, including their harbours and maritime territory, rests with the Legislative Power of the Kingdom. Excepting in questions concerning certain matters, this authority may, providing no reason be found for issuing a Law in the ordinary manner, be exercised by the King and the respective Colonial Council conjointly by Ordinances. If reason be found for issuing a Law the Draft of such

Law shall be laid before the respective Colonial Council for its report, unless particular reasons should render an exception necessary. All the Ordinances thus issued shall be laid on the table of the Diet in its first session. In all other matters relating to the Colonies the respective Colonial Council shall, before any Law containing provisions specially relating to the West India Islands be enacted, be afforded opportunity of giving its opinion in the matter, unless particular reasons render an exception necessary.

The Ordinances passed by the Colonial Council and sanctioned by the King are to be promulgated by the Governor. In particularly urgent cases the Governor may provisionally sanction those Ordinances that have been adopted by the respective Colonial Council, and thereby put them in force until the King's Resolution be obtained. In extraordinary circumstances the Governor has authority to issue Provisional Laws or Ordinances. They shall, however, always be laid before the respective Colonial Council at its next meeting, and, in case the matter requires to be decided by a Law, also before the respective Legislative Assembly in the Mother Country during its first sitting, or, in case the Colonial Council shall not then have finished its deliberations on the matter, during the second ordinary session of the Legislative Assembly subsequent to the emanation of the Law in question.

The Government of the Danish West India Islands rests, under the superior direction of the Minister of Finance in Copenhagen, with the Governor in accordance with the instructions given by the King.

The Judiciary Authority pertains to the Courts of Justice. The Supreme Court in the Kingdom is the supreme Tribunal of Justice for the Islands. The

Courts of Justice are authorized to pass judgment on any question relating to the extent of power vested in the administrative authorities. The King can, either directly or through the respective authorities, grant such licenses and bestow such immunities as are either customary according to existing regulations or as may in future be warranted by Law or Ordinance. The King can pardon offenders and grant amnesties. The authority, now vested in the Governor, of modifying certain penal judgments may be extended or altered by Ordinance.

The appointment of all officials rests with the King. Alterations in this respect can be effected by Ordinance, so that the appointment to certain offices under the Administration shall be left to the Governor. No one without the Right of Nativity can be appointed to an office. The King can dismiss Officials appointed by him with the exception of the Judges under certain cases. Pensions for such Officials shall be fixed by the Colonial Pension-Law or Ordinance. An Official who is removed elsewhere against his will has the right of demanding his dismissal with a pension according to the general rules.

The Danish West India Islands comprise two Districts of Administration, namely: The Island of St. Croix and the adjacent Islets, and the Island of St. Thomas with St. John and their adjacent Islets. The Governor is the Superior Authority for both districts. He may entrust, on his own responsibility, the daily current business of administration in the district in which at any time he is not personally present to the Government Secretary or the Despatching-Secretary. The Governor shall see that the Laws are obeyed, and that all the Officials and their Assistants fulfil

their duties. The Governor is authorized to suspend Officials appointed by the King under certain conditions. In case of the death of any Official holding Royal Appointment, or in case of any Official's absence from the Islands, or his temporary appointment to another office, or in case of his suspension, the Governor shall temporarily appoint another person to the Office.

The Governor is Commander-in-Chief of all the armed forces in the Islands. In case of emergency the Governor has authority on his own responsibility to declare the Islands either entirely or partially in a state of siege, and to exercise unlimited power. Whenever this has taken place, and after order and tranquillity have been re-established, it is incumbent on the Governor to make a statement thereof to the respective Colonial Council at its next meeting. This statement, together with the remarks of the respective Colonial Council, must be communicated by the Home-Government to the Diet in its first meeting.

Each of the two Districts of Administration shall form a separate Municipality. For each municipality a Colonial Council shall be established, which Council, besides exercising that part of the Legislative Authority vested therein, shall also partake in the administration of the economical affairs of the municipality.

The Colonial Council for the Island of St. Croix shall consist of thirteen members elected by popular elections and of five members nominated by the King. The Colonial Council for the Island of St. Thomas with St. John shall consist of eleven members elected by popular elections, and of four members nominated by the King.

The Island of St. Croix is divided into four Elective Districts, namely, (1) the town of Christiansted and

suburbs, which district shall elect three members; (2) the Country-Jurisdiction of Christiansted, which district shall elect four members; (3) the town of Frederiksted, which district shall elect two members; (4) the Country-Jurisdiction of Frederiksted, which district shall elect four members.

The Islands of St. Thomas and St. John are divided into three Elective Districts, namely, (1) the town of Charlotte Amalie, which district shall elect eight members; (2) the Country-Jurisdiction of St. Thomas, which district shall elect one member; (3) the Jurisdiction of St. John, which district shall elect two members.

The members are elected for a term of four years.

The franchise or right of voting is vested in every man of unblemished character, who has the Right of Nativity or has resided in the Danish West India Islands for five years, who has attained the age of twenty-five years, who has not been legally deprived of the management of his property, and who either owns a property in the municipality that is calculated likely to yield an annual rent of at least three hundred francs in St. Croix and St. John and of at least seven hundred francs in St. Thomas, or in the preceding year has had a clear annual income of fifteen hundred francs. He must, moreover, have resided at least two years in the municipality and six months within the elective district in which he sojourns at the time the election takes place, and his name must be on the list of persons entitled to vote. A person having residence in several elective districts can determine in which of them he will exercise his right of voting. No person can be considered of an unblemished character who by judgment of the Court has been found guilty of an act ignominious in the public opinion.

Every person who has the Right of Nativity and who, besides, possesses the qualifications on which the right of voting is based is eligible as a member of the Colonial Council. The Governor as well as the Government's Secretaries, as also the Officials and Assistants in the Secretary's, the Book-keeper's, and Treasurer's officers, are not eligible for a membership in the Colonial Council.

The elections in every district are to be under the superintendence of a Board of Directors, consisting of the Judge in Jurisdiction as chairman and of two inhabitants of the municipality, the one appointed by the Superior Authority, and the other by the respective Colonial Council. In case of no one being appointed by the Colonial Council, or any one being prevented from officiating at the election, the chairman must appoint another qualified inhabitant to act temporarily as a member of the Board.

A Protocol, duly authorized by the Superior Authority, must be furnished the Elective Board, to which all communications and the Election Lists are to be produced. In this Protocol the most essential points of the proceedings of the Board and the result of the elections are to be entered. The Protocol must be signed by the Directors at the close of each meeting, and remain in the charge of the chairman. In case of a diversity of opinion between the members of the Board the majority of votes decides the question, but the minority has the right of entering their dissenting vote in the Election Protocol.

The day as well as the place of the election is to be fixed by the Superior Authority and unless circumstances prevent it the Court House in the district shall be fixed as the place for holding the election. When-

ever general elections in the municipality are to take place the elections must be held as far as possible on two succeeding days, according as the use of the Court House will admit. The chairman of the Elective Board gives public notice, at least eight days previous to the meeting, of the place where the election is to be held, as also of the day and hour when it is to begin. The public notice must in St. Croix and in St. Thomas be inserted in the newspaper wherein public notices are usually inserted, but in St. John it shall be promulgated by placards at Cruz Bay and Coral Bay and by a circular to the electors.

The persons elected are immediately to be notified thereof in writing by the chairman of the Elective Board. Every person who is eligible in the municipality is bound to accept election as a member of the Colonial Council, unless he has a valid ground for exemption. Any person who is sixty years old, or who during the period of the last six years has been a member of any of the Colonial Councils established by law, and has served for at least four years, may refuse to accept election. The same is applicable to all officials. If the person elected does not within eight days after the election, provided he at that time is on the island where the election has taken place, or else within a period to be fixed by the Board in each case, state in writing his reason for exemption, he shall be regarded as having accepted the election. But if a reason for exemption be stated in due time, the Board must decide in a meeting held for this purpose whether the reason given can be considered satisfactory, and if this be admitted to be the case a new election must take place in conformity with the prescribed rules. When the election has been accepted, or the reason of exemption given by the

person elected has been rejected by the Board, a Letter of Election for him shall be drawn up and forwarded to him. A report thereof in writing is at the same time to be given to the Superior Authority. If any person neglects to perform his duties along these lines he shall be liable to a penalty not below fifty francs and not exceeding one thousand francs, unless the existing laws should subject him to a higher penalty.

When the popular elections are ended, the King will determine whom he will nominate as Crown members of the respective Colonial Councils. Should the King think proper to do so, he may authorize the Governor to nominate the Crown members. With regard to the obligations to accept nominations as Crown members, and with regard to reasons for exemption, the same rules as for the popular elections shall be applicable, but the Governor shall decide whether the reasons of exemption are admissible.

Whenever a seat in the Council becomes vacant, a new election shall immediately take place. The general elections shall take place regularly every second year, for half of the number of members of the Colonial Council.

Each Colonial Council is to assemble for ordinary meetings on a certain day of every second month, which day is to be previously fixed by the Governor for the whole year, and for extraordinary meetings whenever business makes it necessary, or whenever the Governor convenes such meeting.

The Seat of Administration of the Superior Authority shall be the place where the respective Colonial Council shall meet. In extraordinary cases the Governor may convene the Colonial Council at another place in the district of administration. The Governor can postpone

the meetings of the Council, but not for a longer period than fourteen days. The Governor has authority to dissolve any of the Colonial Councils. In this case new elections shall be held as soon as possible, and the new Assembly shall be convened within two months after the dissolution. More than two dissolutions cannot take place during a period of two years.

The Governor may either personally attend the meetings of the Colonial Council, or may depute another person to represent him at such meetings, and he or the person so deputed may address the Council as often as he may think proper. He may likewise summon persons to be present at the meetings in order to give such information or explanations as the matters under consideration may require. All communications between the Home-Government and the Councils shall be carried on through the Governor.

Each Colonial Council elects from among its members a Chairman for the year, who shall conduct the proceedings of the Council, also a Vice-Chairman, who has to officiate in the absence of the Chairman, and one or more Secretaries. The Council appoints such assistants as may be required. No resolution can be adopted by any of the Colonial Councils when less than half of its members are present. The members of the Colonial Council may, during the debates, make use of the Danish or the English language at their own option. The Protocol of proceedings is to be kept in both languages. In the same manner are the Resolutions of the Colonial Councils to be drawn up; but when doubts arise, the question is to be decided according to the tenor of the Danish text, and only this latter shall be laid before His Majesty for sanction, when such sanction is required.



Administration Building, St. Thomas

Photo by Clare E. Taylor



The "Anholt," High and Dry

Photo by Clare E. Taylor

The meetings of the Colonial Councils are public under such conditions of access as may be adopted for the maintenance of order by each Council with the approval of the Governor. The Governor is, however, entitled to demand that a matter be discussed within closed doors, and the Colonial Council may resolve the same at the proposal of the Chairman or of such number of members as prescribed in the Rules of a Business.

Drafts of Ordinances may be laid before the Colonial Councils by the Governor, according to instructions from the Home-Government or from the Governor, or by one or more members of the Council. No Ordinance can be finally adopted before it has been discussed three several times in the Colonial Council. At the first discussion the general contents of the Draft is to be discussed. At the second discussion the Governor, as well as any member of the Council, may propose amendments. At the third discussion only the Governor may propose amendments. No money-bill or grant can be finally passed before it has been discussed twice in the Colonial Council.

At the proposal of the Governor the two Colonial Councils may, in cases concerning laws in common or such matters of mutual interest as may be considered to require such proceedings, refer the same to a joint committee of both Councils, consisting of an equal number of members separately nominated by each Council. The matter recommended for such proceeding must, however, first have been laid before each Council, and the final decision thereon be taken by each Council as far as it is concerned.

The State Treasury shall pay the expenses for the Central Administration and the Colonial Audit Office

in the Mother Country. The State Treasury shall also pay the expenses for the Government, for the Military Force (Gendarmerie Corps), for the School Director for all the islands, for the congregations of the National Church in the islands, as also for the pensions and supports of the officials and functionaries of these institutions and their widows and children.

The public buildings, and the real and movable property, including articles of inventory, etc., which serve for the purposes of the Government, the Military Force, and the congregations of the National Church, are transferred to the ownership of the State Treasury. In case of a dispute as to what becomes the property of the State Treasury the question shall be decided by the King.

The Municipality of St. Croix is to pay into the State Treasury as a contribution to the general State expenses a yearly sum of seventy-five thousand francs, but no such contribution is to be paid by the Municipality of St. Thomas.

Each of the two Municipalities of the islands has its separate Colonial Treasury, the revenues and expenses of which, with whatever alterations are found necessary, are fixed by Laws and Ordinances of the Colonial Councils. Should any dispute arise between the Colonial Councils on the question as to which Treasury a given income or expense belongs, the case, when it has not been possible to reach an agreement by a joint conference of representatives from the two Colonial Councils, shall be decided by the King.

Should it appear that a Municipality is unable from its ordinary revenues to cover a deficit that has shown itself in its accounts, it shall be decided by the Ministry of Finances, on the proposal of the Government, that

the covering of the deficit shall be brought about by a temporary increase per cent. in the import duty for the following financial year, or, when an agreement thereon is arrived at with the Colonial Council, by a property and income tax, the rules for which shall be fixed by legislation. The obligations originating from the issue of the bills of credit circulating in the islands will rest on the finances of the Mother Country. The amount of such bills of credit can be altered only by Law.

The Superior Authority shall every year communicate to the Colonial Council a draft of a Budget, containing an estimate of the revenue and expenditure of the respective Colonial Treasury for the following financial year. With regard to those items in this draft that are not posted in conformity with existing Laws, Ordinances, Royal Resolutions, or according to other rules that must be considered binding until they are repealed by the Legislature, the requisite Drafts of Ordinances or Money-Bills shall be laid before the Colonial Council to be voted on. After the last-mentioned drafts and bills have been discussed in the Council, the draft of the Budget shall be rectified by the Council, in so far as may be necessary according to the vote passed in the Council, and then be transmitted to the Superior Authority within the time stated in the Rules of Business.

The yearly budgets, as well as the extra grants, are to be laid before the King for his sanction, and when this has been obtained they shall be promulgated and are to be laid on the table of the Diet in its first session. No tax can be imposed, altered, or relinquished except by a Law or an Ordinance. No measure concerning the economical affairs of the municipality can be effected by the Governor, nor any disbursement be made from the Colonial Treasury, without the sanction of the Colonial

Council, either by grants in consequence of the yearly budget or by an extra grant, unless the measure or the disbursement is warranted by Laws, Ordinances, Royal Resolutions, or other existing rules that must be considered binding until they are repealed by the Legislature, or unless circumstances render it necessary that such a measure be effected before the vote of the Colonial Council can be obtained. In this last-mentioned case, the matter must be laid before the Colonial Council at its next ordinary, or at an extraordinary, meeting in order to obtain the necessary extra grant. None of the properties or invested funds belonging to the capital stock of the municipality can be disposed of, nor any loan be raised, without the consent of the Colonial Council, excepting in matters of more than general importance, when the sanction of the Governor, or, according to circumstances, that of the Minister, must also be obtained to render such resolution valid.

The Colonial Councils shall appoint such members of the School Commissions, the Hospital Commissions, the Quarantine Commissions, and other commissions on municipal affairs as were formerly appointed by the Burgher Councils. In case of the dissolution of a Council the seats in the commissions here mentioned that have been filled by members of the Council are temporarily to be filled by other citizens to be appointed by the Governor. Each of the Colonial Councils shall appoint from among its members a standing committee of five members which under the name of the Municipal Committee shall exercise supervision over the management of the economical affairs of the municipality and take part in the same, according to By-Laws to be adopted by the Council and confirmed by the Minister of Finances.

The Municipal Committee for St. Croix shall consist of one elected member from each of the electoral districts and one Crown member; for St. Thomas and St. John of three elected members from the electoral district of St. Thomas, one elected member from the electoral district of St. John, and one Crown member. In case of a dissolution of a Council the Municipal Committee is to continue to act until the new Council has assembled and in its first meeting has elected new members for the Municipal Committee. On the occasion of a vacancy in the Municipal Committee the vacant place is to be temporarily filled, if the Council is not sitting and has not elected substitutes beforehand, by another member of the Council appointed by the Committee and if possible from the same electoral district as the member whose seat has become vacant.

Each of the Colonial Councils shall appoint yearly two of its members whose duty it shall be to examine frequently the cash in the principal Colonial chests and in the hands of the Treasurer and to compare the amounts with the account books. The amount of security to be given by the collectors of public revenue is to be fixed by the Governor. The yearly Colonial Accounts are to be classified in accordance with the Budgets, and to be laid before each respective Colonial Council, and an extract of these accounts shall be published in print.

The Common and Statute Law of Denmark shall be applicable in the Colonies, as more accurately defined by the Laws and Ordinances. The exercise of the Judiciary Authority can be regulated only by Laws or Ordinances. The Judges are in their calling to be guided only by the Laws. They cannot be dismissed except by a judgment; neither can they be removed

against their wish, except in such cases where an alteration of the Courts of Justice be effected, or where they are entrusted with administrative duties also. A Judge who has attained his sixty-fifth year may, however, be dismissed, but without loss of his income.

The Evangelical Lutheran church, which is the Danish National Church, shall be supported from the public funds. Contributions towards the ecclesiastical institutions of other denominations may be granted by Ordinances. Citizens have a right to assemble in congregations to worship God in accordance with their convictions, provided, however, that nothing contrary to morality or public order be taught or practised. No person can on account of his religious persuasion be deprived of the enjoyment of civil or political rights, nor can any person on this account refuse to discharge any of the general duties incumbent on a citizen.

Every person who is apprehended for any breach of the Laws shall within twenty-four hours after his apprehension be brought before a Judge. If it be found that the person apprehended cannot immediately be discharged or released, the Judge shall give an award, deciding whether the person is to be imprisoned or if he may be released on bail, stating the nature and amount of bail. This award shall be given as soon as possible, at farthest within three days after the apprehension, and shall be accompanied by a statement of the reasons on which it is based. The award passed by the Judge may immediately and separately be appealed by the party concerned to a Court of higher instance. The appeal shall be prosecuted in the same manner as a private suit, with summons, however, as for an extra-court, and the plaintiff shall be exempted from using stamp-paper as well as from paying court-fees. He

must be given an opportunity to consult a lawyer regarding such an appeal, and fresh evidences may be produced in the Upper Court. No one can be committed to custody for an offence that could warrant punishment only by fines or simple imprisonment.

The dwelling is inviolable. House-inquisition, seizure and examination of letters and other papers can, where no Law or Ordinance warrants a special exception, be effected only in virtue of a warrant emanating from a Court of Justice. The right of property is inviolable. No person can be compelled to cede his property except when the public welfare demands it. This can be effected only according to a Law or an Ordinance, and full compensation must be given.

Any person who is not in a position to support himself or his family, and whose support does not devolve upon any other person, is entitled to receive support from the public funds, subject, however, to those obligations which the Laws and Ordinances on this head prescribe.

Children whose parents have not the means of providing for their instruction will receive instruction in the public schools.

Every person has the right to publish his thoughts in print, under responsibility, however, before the Courts of Justice.

Citizens have the right without previous permission to establish societies for any lawful purpose. No society can be dissolved by an order from the Authorities. Societies may, however, be temporarily prohibited, but an action shall immediately be instituted against the society to have it dissolved.

Citizens have the right to assemble together unarmed. The police has the right of being present at public

assemblies. Assemblies in the open air may be prohibited when danger to the public peace may be apprehended from them.

In case of a riot the military force must not interfere unless assaulted, before the multitude has been thrice fruitlessly summoned, in the name of the King and of the Laws, to disperse.

Every man capable of bearing arms is bound in person to contribute towards the defence of the islands, provided his ties of allegiance to a foreign state do not excuse him, as well as towards the maintenance of public peace, according to enactments contained in the Laws and Ordinances. Every person is bound to aid in the protection of property against fire, in the manner prescribed by the Ordinances.

CHAPTER XXVI

FINANCES

Budget for St. Thomas and St. John—Yearly revenues and expenditures in St. Croix—Total cost to Danish Government for maintenance of her three islands in the West Indies.

THE Budget for the municipality of St. Thomas and St. John for the financial year from April 1, 1916, to March 31, 1917, estimated the total revenues at \$96,-982.50; and \$95,250.86 was figured for the total expenditure.

The calculation of the revenue was, excepting in a few instances, made according to the average revenues during the financial years 1912-13, 1913-14, and 1914-15; while the amount of the expenses was fixed according to the representation of the Chairman of the Colonial Council.

A resumé of the estimated revenue and expenditure of the Colonial Treasury of St. Thomas (which has jurisdiction over St. John) in the financial year ending March 31, 1917, follows:

REVENUES

A.—Revenues from direct taxation.

1.—Ground and Building Tax.....	\$9,939.50
2.—House Tax.....	5,597.00
3.—Trade Tax.....	6,369.00
4.—Lamp Tax.....	2,702.00
5.—Horse, Carriage, and Boat Tax.....	<u>1,833.50</u> \$26,441.00

Brought forward.....	\$26,441.00
B.—Revenues from Indirect Taxation.	
1.—Custom Dues in St. Thomas and St. John.	\$38,600.00
2.—Vendue Fees and Percentages.....	193.00
3.—Dues on Recorded Transfers of Properties not Sold at Vendue.....	250.90
4.—Tax on Inheritances.....	328.10
5.—Court Fees and Fees from the Police-Office.....	2,123.00
6.—Stamp Dues.....	1,930.00
7.—Fees from Steamer Tickets.....	1,544.00
8.—Fees for Grants and Dues on Burgher Briefs.....	1,930.00
9.—Revenues from the Postal Department....	8,299.00
10.—Part in the Revenues from the Danish Colonial Lottery.....
11.—Tax on Alcoholic Liquors.....	2,026.50 <u>57,224.50</u>
C.—Part in the Surplus of the Harbour Treasury	8,299.00
D.—Sundry Revenues.....	<u>5,018.00</u>
Total.....	\$96,982.50

EXPENSES

1.—Expenses for the Colonial Council of St. Thomas and St. John.....	\$ 2,024.57
2.—The Judiciary and Police Department.....	16,419.79
3.—The Customs Department.....	1,881.75
4.—The Postal Department.....	8,820.10
5.—The Telegraph Department (Subsidy to "The West India & Panama Telegraph Co., Ltd.").....	2,895.00
6.—The Fire Department.....	3,535.76
7.—Streets and Public Roads.....	11,657.20
8.—The Department of Public Instruction.....	7,921.69
9.—The Sanitary Department.....	19,047.17
10.—The Poor Department.....	5,211.00
11.—The Prison Department.....	3,405.10
12.—Divers Expenses.....	2,341.09
13.—Buildings and Other Uncertain Expenses.....	6,562.00
14.—Pensions.....	2,015.84
15.—Allowances.....	1,512.80
Total.....	\$95,250.86

The Budget for the municipality of St. Croix for the financial year from April 1, 1916, to March 31, 1917,

estimated the total revenues at \$150,086.45; and \$149,889.80 was figured for the total expenditure.

The calculation of these revenues was made in accordance with the average revenues of the three preceding fiscal years; while the estimates of the likely expenditures was made according to the representation of the Chairman of the Colonial Council.

A resumé of the estimated revenue and expenditure of the Colonial Treasury of St. Croix in the financial year ending March 31, 1917, follows:

REVENUES

A.—Revenues from Direct Taxation.

1.—Ground and Building Tax.....	\$22,774.00
2.—Horse, Carriage, and Boat Tax.....	4,825.00
3.—Quarter Per Cent. Tax (a tax on investments in real estate).....	<u>1,640.50</u> \$29,239.50

B.—Revenues from Indirect Taxation.

1.—Import Duty.....	\$57,900.00
2.—Export Duty.....	28,950.00
3.—Ship Dues.....	1,737.00
4.—Cranage and Wharfage.....	2,702.00
5.—Fees and Minor Dues at the Custom-House.....	173.70
6.—Revenues from the Harbour and Pilot Department.....	193.00
7.—Stamp Dues.....	2,219.50
8.—Vendue Dues.....	96.50
9.—Fees on Inheritances.....	250.90
10.—Fees at the Law Courts and at the Police Offices.....	2,895.00
11.—Fees for Appointments (being a percentage on first year's salary following appointment to office).....	48.25
12.—Fees for Grants and Burgher Briefs.....	965.00
13.—Excise Duty on Rum.....	11,580.00
14.—Revenues from the Postal Department....	<u>5,790.00</u> \$115,500.85

Brought forward.....	\$115,500.85
C.—Sundry Revenues.	
1.—Fines and Confiscations.....	\$ 38.60
2.—Revenues from the Prisons.....	1,158.00
3.—Interest from the Reserve Fund.....	2,605.50
4.—Interest from the Telephone Fund.....	772.00
5.—Divers Revenues.....	<u>772.00</u> 5,346.10
D.—Contribution from the Danish Colonial Lottery.....
Total.....	\$150,086.45

EXPENSES

1.—Contribution to the General State Expenses.....	\$14,475.00
2.—The Colonial Council.....	1,632.78
3.—The Judiciary and Police Department.....	18,660.21
4.—The Customs Department.....	13,138.48
5.—The Pilot and Harbour Department.....	1,572.95
6.—The Postal and Telegraph Department (including a subsidy to "The West India & Panama Telegraph Co., Ltd.").....	6,446.20
7.—The Militia and Fire Department.....	1,099.14
8.—The Road Department, Streets, etc.....	2,412.50
9.—The Department of Public Instruction.....	13,563.36
10.—The Sanitary Department.....	37,500.87
11.—The Poor Department.....	10,981.70
12.—The Prison Department.....	8,700.44
13.—Contribution to the Rum Fund (being a portion of the amount received from the excise duties which is devoted to relieving the destitute).	1,389.60
14.—Divers Expenses.....	3,335.97
15.—Building Expenses.....	5,180.12
16.—Uncertain Expenses.....	1,930.00
17.—Pensions.....	3,045.48
18.—In Aid of an Agricultural Experiment Station.....	4,825.00
Total.....	\$149,889.80

There is submitted below a transcript of the several items appearing in the 1916-17 Budget of the Danish Government that had to do with the estimated income and expenditures for the fiscal year that were derived



Native Brass Band, Christiansted, St. Croix

Photo by A. Ovesen



**Consul George Levi Celebrating the Peruvian National Holiday with his
Colleagues**

Photo by Clare E. Taylor

from the maintenance of the Danish West Indies, which, although distinctly separated from the 1916-17 Budgets for St. Thomas, St. John, and St. Croix, D. W. I., might be considered as forming a supplement thereto by those desiring to ascertain the actual annual cost to the Mother Country incurred on behalf of her three West Indian possessions.

INCOME FROM THE DANISH WEST INDIES

Income from the Colonial Lottery	\$107,758.66
St. Croix Contribution to the General State Expenses	14,475.00
Divers Incomes (being principally rents for offices in the	
Government buildings).....	299.15
Total Income	\$122,532.81

EXPENDITURES ON BEHALF OF THE DANISH WEST INDIES

Expenses of the Government and Government Staff.....	\$22,967.97
For the State (Lutheran) Church and Clergy	9,580.52
" " Gendarmerie.....	74,327.18
" " School Directors (Salary and Travelling Expenses).....	2,750.25
" Building Expenses (for repairs to all of the state buildings, excepting the churches and parsonages).....	8,002.75
For Assistance to the Upkeep of a Schooner Service between	
St. Thomas and St. Croix.....	482.50
" Unforeseen Expenses, Connected with the Foregoing.....	2,316.00
" Pensions and Allowances	12,714.18
Total Expenditures.....	\$133,141.35

From the foregoing statement it would appear that \$10,608.54 represented the cost to the Home Government for the upkeep of the Danish Colonial possessions in the West Indies.

However, there should be added to this sum the expenses incurred by the Central Administration for the Danish West Indies in Copenhagen, which amounted to

\$8,531.33; and, as the benefits accruing from the so-called Colonial Lottery really no longer proceeded from the Danish West Indies, where the Lottery was originally started but where all interest in the project had long since died away, it would seem that this recorded revenue should be stricken from the credit account of this Budget. With these two changes, therefore, the approximate cost to the Danish Government for the maintenance of her three islands in the West Indies, as estimated for the financial year 1916-17, amounted to \$126,898.53, the exact income being reckoned at \$14,774.15, and the total expenditures \$141,672.68.

CHAPTER XXVII

HURRICANE OF 1916

Hurricane of October 9-10, 1916—Most destructive since fearful catastrophe of 1867—Estimated damages amounted to nearly \$2,000,000—St. Thomas suffered most—Few fatalities, but many injured—Major part of population sustained serious losses—Wind velocity approximated 140 miles per hour—Official barometrical readings—Harrowing details as minutely depicted in local newspapers.

ON the evening of Monday, October 9, 1916, the islands of St. Thomas, St. Croix, and St. John were visited by one of the fiercest and most destructive hurricanes that had been witnessed in that section since the memorable one of 1867. The first estimated damage to property was placed at about two million dollars but this figure was pared down considerably after a more careful survey of the situation had been taken. St. Thomas probably suffered greater injury than her two sister islands, owing principally to her costly harbour works. The fatalities in the three places were comparatively few, there being but four deaths, from drowning, reported in St. Thomas and five deaths, due to injuries from falling walls or trees, recorded, respectively, in St. Croix and St. John. Many more, however, were wounded, and most all of the inhabitants suffered seriously as a result of the havoc that was wrought.

There was but little warning of the approaching

catastrophe, although the morning of the ninth opened with a drizzling, disagreeable rain, with slight winds that rose and fell throughout the day. The usual hurricane signal was sounded at about two o'clock in the afternoon, but almost before the storm shutters could be adjusted the precursor of the gale appeared in the form of heavy gusts of wind and veritable downpours of rain, the force of the wind increasing in intensity until it attained a velocity reckoned at approximately 125 to 140 miles per hour. The severity of the storm may be estimated by the extremely low barometer, the readings of which, as given to the Washington Weather Bureau, were as follows:

9th Oct.	7.30 A. M.	29.724
	1.00 P. M.	29.665
	2.15 " "	29.576
	3.00 " "	29.549
	5.00 " "	29.439
	6.00 " "	29.260
	7.00 " "	28.263
	9.00 " "	28.264
	midnight	29.261
10th Oct.	6.00 A. M.	29.637
	8.00 " "	29.700

A general consideration of the 1916 hurricane seems inadequate to fully portray to those who have never passed through such a calamity the real significance of the disaster. Therefore in order to more fully reproduce the sentiments of the sufferers regarding their unfortunate experience, there are quoted below extracts on the subject from the leading local newspapers which appeared during the days immediately following.

From the October 11th issue of *The Bulletin*, St. Thomas:

THE HURRICANE

TOWN AND COUNTRY RAVAGED

When we spoke Monday of another scene having been enacted in the island's history (referring to the mass meeting) we little thought that we should only twenty-four hours after have passed through another, one however of so sad and terrible a nature—a devastating hurricane, a scene that has filled us all with sorrow and no little despair. Fifty years without a hurricane made it no doubt seem incredible that the island would ever suffer again as it did in 1867, but alas that idea has proved mistaken. '67 has not only been repeated but surpassed, and those of middle age among us who never knew or could never imagine what a real hurricane can do, have now had the awful, never to be forgotten experience.

Amid the utter confusion following the disaster it is not possible adequately to describe the destruction or to estimate the losses caused by the disaster. Briefly put, a calamity has fallen upon the island, the like of which is unknown here. With a mighty hand the storm king has with utmost fury struck an island-wide blow that has swept it from end to end, leaving in its path a trail of desolation and misery from which it will be slow, and in a sense impossible, to recover if outside help—prompt and ample—be not obtained.

St. Thomas—the pretty little town which we knew and on which strangers gazed with delight—is at least for the present and probably for a long time to come

a changed place. The sun is shining as brightly as ever again today but over a scene of much ruin and many broken hearts.

To best convey an idea of the damage it should be mentioned that hardly a house has escaped untouched. A few got slight damages, but the greater part have been more or less seriously damaged, a number being totally destroyed, in many cases those left standing being beyond repair or beyond the means of their owners to have them repaired.

The storm raged for hours and with an intensity which may be judged by readers abroad from the fearfully low barometer, which fell to 28.10, some say even as low as 28.02. The tremendous gusts of wind, striking like battering rams upon the houses, and which during the lull seemed by their renewed fury to have increased their driving force, left no doubt among the helpless mortals shut in in their homes of what havoc the angry elements were working. But none ever expected to behold what met his eyes when morning dawned. Devastation and desolation all around, an aspect such as one may picture somewhat as from a bombardment. Damaged or fallen houses everywhere, debris scattered broadcast. Almost every tree blown away, the few left standing being broken down or stripped. The handsome Field giants are nearly all standing but terribly mutilated. The hoary beauties of the parks are mostly memories now, the uptown one being a wreck and the Emancipation Garden not much better. Those along the pier promenade are either dead or disfigured. Skipping from here to the cemeteries we find a tangle of big broken trees which in falling damaged tombs. The great tamarind and genip trees that adorned the market square and vicinity are most of them lying

uprooted across the street, huddled together with bent and broken iron and wood electric, telegraph, and telephone posts and wires, which have been laid low all about.

A survey of the town from some height and a walk through all its streets and byways tells the same sad tale and reveals the same picture on all sides—houses unroofed, roof covering gone, interiors damaged by rain, rooms blown from their foundation, overturned, smashed to pieces, furniture and personal effects mixed up in the ruins, homeless ones, and so on. It would be hard to say what part of the town has suffered most. From Blue Beard Castle in the east to Jan Dunko west—and in the country district as well—the effects of the storm are visible. “Long Path” presents perhaps the dreariest aspect, while Frenchman Hill and environs have been hit hard. From end to end of the town places have been ruined, making many a family and person homeless. The Savane and thereabout miss many a room which though old and weak still provided a dwelling for their now shelterless occupants.

The churches have not fared so badly, being stronger and mostly of wall, but the rectories have all been damaged, the Moravian and Wesleyan badly. The old Methodist chapel is gone. The roof of Talitha Kumi and Bakkedal damaged, the Synagogue also. The Factory machine shop was washed into by the sea. Communal Hospital damaged, and countless other places. The state of the houses has made other less distressed ones offer shelter to friends or needy ones, while some families have had to remove to hotels.

The King’s Wharf and Pier present a strange sight. Square against the wharf is the dredge *St. Hilda* and a big lighter. Spars, masts, and other flotsam washed

ashore are lying in one big mass with trees, wires, boats, and what not along the walk. The boathouse has disappeared and everything else movable. The Fort flagstaff blown down and the guns on the saluting battery pitched about. A part of the tiny ice cream palace remains but the bees have fled leaving lots of honey. Bats in profusion driven from their haunts fell easy victims to the windy blast.

In the harbour there were several casualties. The Danish bark *Thor* was wrecked and lies bottom up near the powder magazine. Steamers *Calabria*, *Wasgenwald*, and *Anholt* ashore. Schooner *Irma II* and sloop *Faith* sunk. Many lighters and boats missing. A couple of seamen were drowned, these fortunately being the only loss of life reported. Several injured persons have been sent to the hospital.

The West Indian Co. has sustained damage to its warehouse and other buildings. The two coal cranes were thrown down, which though a loss to the Company the work-people are not at all sorry about. Some damage to roofs is reported from the H. A. L. wharf. The iron frame warehouse at the E. A. Co.'s wharf is much damaged. The Dock rode out the storm safely though swung from her moorings somewhat. The cruiser *Valkyrien* also stood the tempest bravely, and through her presence and heroic work the crew of the *Thor* was safely rescued.

In this calamity it is not alone the need of relief, but relief prompt and sufficient. The Government has given five thousand dollars in aid, which is helpful, but a vast deal more is required if proper and needful assistance is to be rendered. And the only source from which this should come is the State Treasury. A large number of the sufferers not only need food but want

aid to enable them to restore their damaged or lost homes. In these cases the Banks are not likely to assist, for good reasons, therefore such easy facilities as are necessary should come from the State, from which in disasters of the kind assistance chiefly must be sought and cannot be refused. If such be not forthcoming we fear that the present acute misery will increase, and that many of the homes of the poorer people which have been lost will never be restored. The loss in '67 occurred in rich times, but now, in this miserable war period, made worse by the scarcity of work, money, and dearness of all necessaries and materials, the hurricane is a catastrophe.

From the October 11th issue of *Lightbourn's Mail Notes*, St. Thomas:

Devastation! Devastation! That's what meets the eye right and left, in front of us, all about us. Yesterday this island was visited by one of the most violent and destructive hurricanes perhaps in its history. It came rather unexpectedly, as we had been visited by southerly wind up to early yesterday morning, and it was near noon before it took a northerly bend, and even then there were few or no signs of a coming storm. At about 12.30 Commodore Konow on H. M. S. *Valkyrien*, at sea, on his way to St. Croix, observed signs of danger and returned to port giving his observations. In the meantime the barometer began to fall rapidly and the alarm guns were fired shortly before 2 o'clock. This was the signal for most of us to prepare, and those who accepted the warning did so none too soon, for sleuth-like the monster gathered its strength for the spring and soon we were in the furious grasp of a cyclone

the like of which the island has never felt before. The great storm of 1867 was not its equal, neither that of 1876, although in the first named there was greater damage in the harbour owing to the number of ships present and in the latter a greater loss of life. Fortunately, on shore, we have to report no loss of life; only a few wounded which are being treated at the hospital.

The first part of the cyclone was fiercest from about 6 to 7.55 when the storm centre was experienced, and this lasted until 9.40, an unusually long period. It is thought that the wind's force between 7 and 8 o'clock was considerably over one hundred miles an hour in some of those furious gusts which not only shook the stoutest building to its foundations but seemed to shake the very foundations of the island.

At 9.40 the storm returned in all its fury from the southeast, bending, breaking, smashing in its track; much that escaped it in its first furious onslaught gave way in the second, as one could hear how things were being demolished. The only consolation we had was to know that each blast would be weaker and weaker, as we saw the barometer rapidly rise from its lowest recorded point, 28.10.

The entire island has suffered; some localities more than others perhaps. In the town we can hardly select a spot that has suffered more than another, although appearance would seem to point to the Savanne and Frenchman's Hill, in the latter place damage being done to a number of large dwellings almost to the point of demolition.

In the harbour everything that floated, save the distress vessel *Blandford*, has been moved from its moorings. The German steamers *Wasgenwald* and *Calabria* are ashore; the Danish barkentine *Thor* a wreck on the

lower point; the *Anholt* sunk; the dock dragged a little from its moorings but is quite safe; and the schooner *Irma II*, sloops *Spider* and *La Gracia*, and other small craft sunk or beached. The huge dredge *St. Hilda* has been driven alongside the King's Wharf, where she now remains.

H. M. S. *Valkyrien* did splendid service with her searchlight all last night. A boat's crew this morning took off the survivors of the Danish barkentine *Thor*; others from that ship were rescued during the hurricane.

We hope to be able to give more of a detailed statement of the damage done to property tomorrow.

We understand that Captain Maynard of the sloop *Fate*, last seen on board the *Irma II*, is missing. The Captain was well known here as a frequent trader.

James Abbot, an old man, passenger from Tortola on the sloop *Spider*, tells us that he managed to save himself when that sloop capsized during the beginning of the hurricane by clinging to her stern and then striking out for the *La Gracia*, aboard of which he was pulled by one Wheatley. Two men, Frazer and Bruly, of the *Spider*, are supposed to be lost.

Mr. W. C. Creque, also of the *Spider*, was picked up about 4 o'clock this morning and conveyed to hospital by Gendarmes.

The scene along the road to the west is one of devastation. So many houses are down that it is not easy to calculate the number that are flat. The largest trees have been uprooted and broken, and the passage along the road is as difficult as through barbed wire entanglements. The church and parsonage at Nisky are not very much damaged, but stable and outhouses are gone, the beautiful trees about the place have been broken or overthrown. A number of people were housed in

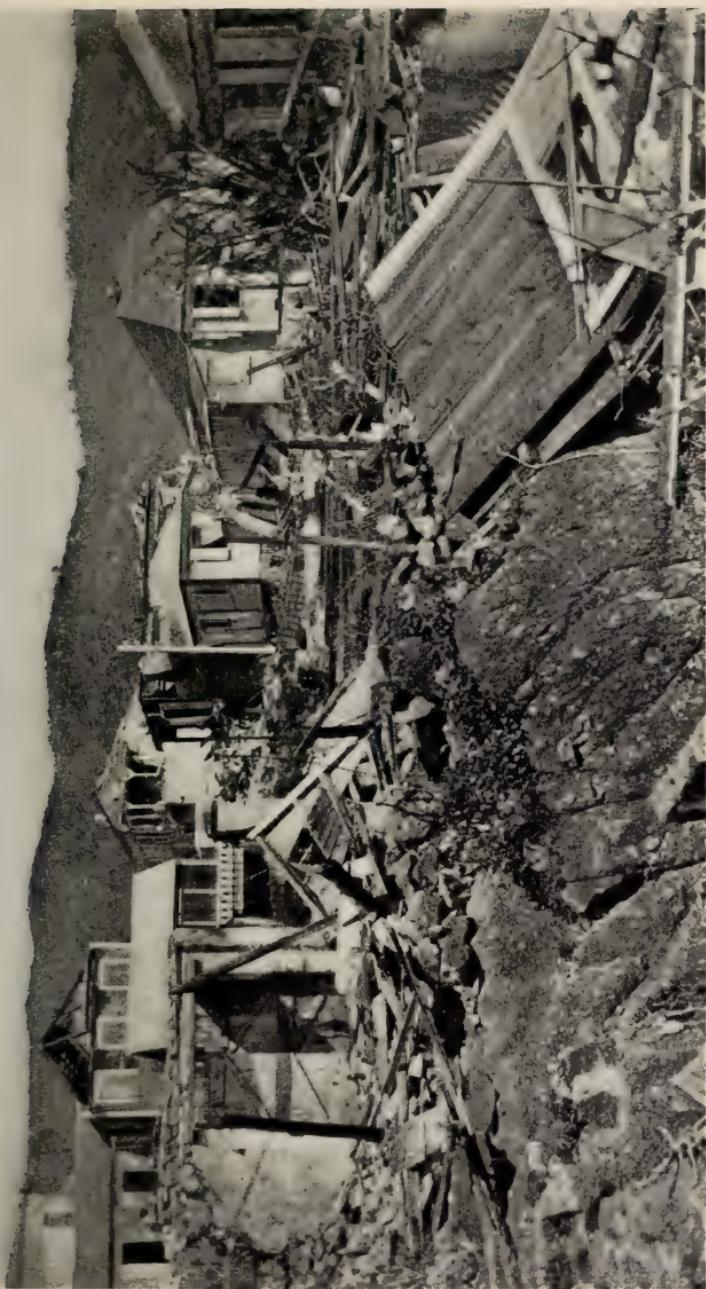
the parsonage during the night, and many had narrow escapes from injury or death. There is much need for help in clothing, food, and shelter.

The mother of Miss Tilly Davies lost her house on "Bunker's Hill" last night and suffered injuries which compelled her to go to the hospital. As we go to press we learn that the body of Bruly has just been washed ashore in the upper bay. It was clad only in a pair of drawers and the face badly bruised.

From the October 11th issue of the *West End News*, Frederiksted, St. Croix:

THE GALE

Monday afternoon and night the 9th and Tuesday morning the 10th October, 1916, will long be remembered by the people who at that time lived in Santa Cruz. The gale, which came half-way unexpected on us, not having received any information about its route or about what time it might be expected here, was announced about 2 o'clock by the firing of the customary two times two guns as warning for an approaching hurricane and hurricane flags hoisted on the fort flagstaff. The inhabitants of the town feverishly barred up and soon after the forerunner, the gale arrived—rather heavy squalls of rain and strong winds, and soon the gale raged in its full force. The barometers in the town are reported to have been very low, lower than any time before, and even lower than registered in the last gale which raged Santa Cruz in 1899. Accompanied by torrential rains the storm continued till about 5 o'clock when the lull came. People crept out of their houses and cautiously walked around looking for relatives



A Jumbled Mass of Ruins

Photo by Watson Bros.

or friends or proclaiming their whole or partial losses. From a house near the hospital in Strand Street several small children and old folks were removed during the rain to the hospital. When the lull came most, or at least a good many, people believed that all danger was over and opened up their houses, but before 6 o'clock they had to retreat and bar up quickly again. Soon the gale raged with even greater force from the west (the sea), contrary to the first part of the gale which was blowing from the east. The sea which had been rising since the day before, Sunday, now put on a most boisterous face and dashed forcibly against the rocks, making its way across the streets, reaching the houses on the eastern side of Strand Street. Even in some of the upstairs residences in the same street the salt water was discovered. But the most pitiable and largest damage done to any individual, so far as we have heard, was the total destruction on Mr. R. E. Higgins' Hardware and Wholesale Provision Store in Strand Street, No. 5—it was levelled, simply—bricks, rafts and beams, provisions and nails, water and paper, all in a pellmell condition.

Besides Mr. Higgins' store, the gallery of Mr. Merwin's store, the roof of the gallery outside Ramsay's Café, the Club, the Post Office, and not least the Doctor's residence have suffered great damage.

Almost the entire roof of the Doctor's house is blown off, part of it being hurled down in the yard, where it destroyed the stable and a couple of rooms.

Ninety per cent. we believe of all the fences in the town are down, and most of the trees too. In the market place, the streets, the graveyards, in yards, along the beach, in fact all over, the eye sees nothing else but uprooted or broken trees; the park is a "saga

blot," nearly all the fine, high mahogany trees in front of the fort are uprooted, pieces of boards, sheets of galvanized iron, and telegraph wires are everywhere the spectacle. There is scarcely a house that has not suffered, if not otherwise, then by the water, which has spoiled much wall paper, furniture, clothes, etc. The strength of the gale can be judged when it is known that "Mountain's" barometer registered as low as 27.80.

Today the town stinks of the brine sent in from the sea, and at times you fancy you smell fire. That must be from the debris and the water. North of the town there is a mighty sea or rather dirty pool of water, and the "Panbush" quarter is in a most pitiable condition, this being a part of the town that always floods every time a heavy rain falls.

It has been reported to us that even under these trying and serious conditions, some people cannot remember the Seventh Commandment. Galvanized iron, boards, and the like disappear like nothing.

The Hospital: Part of the operating room's roof was blown off, and so was also the western topmost gallery (Sister Julia's Gallery); part of the roof of "long-cot," the women's ward; the kitchen and the fan-mill are entirely down, although it was reported that the stove from the kitchen was used to cook on yesterday. Some of the patients have left the hospital for want of accommodation, they say, but they will be received again as soon as the Hospital Commission has taken a full view of the situation.

The galleries on the eastern and the western sides of the Fort are blown down or away.

Castleburgh manager house is partly ruined and some of the labourers' homes damaged. The horse and mule stables are also blown down.

Through someone's carelessness, or perhaps thoughtlessness, a lamp kindled a fire in Bethlehem village with the result that some forty-four to forty-eight rooms burned down.

Annaly schoolhouse was blown about one hundred yards away and put down in a valley.

At Diamond, part of the works and chimney was blown down.

The manager's and Mr. Du Bois' houses at Lower Love are partly damaged, and part of the village is destroyed.

At Annaly, on Captain Blackwood's estate, only four houses are left of a village of about twenty-three to twenty-five houses. The remainder are gone.

At Spring Garden the top of the storeroom fell in and the roof and parlour have been blown down.

At estate La Reine, the residence of old Mrs. Fleming, the roof and side of the dining-room have gone, while the roof of one bedroom and of the manager's house have completely gone.

All the roads are of course blocked for traffic of car and phaeton, by the fallen trees, and telephone posts and wires, which system we understand is totally deranged and will take months to bring in order.

From the October 12th issue of *Lightbourn's Mail Notes*, St. Thomas:

ST. JAN NEWS

CRUZ BAY—Police Assistant house gallery destroyed; some other little damages. Not much to other houses.

K. C. BAY (Abraham Smith's place)—Every house

level to the ground except one room. All cocoanut trees destroyed.

DENIS BAY (Lindqvist's place)—Gallery gone, and some other parts damaged. The village houses all destroyed. The entire banana field, lime trees, cocoanut trees, and bay leaf destroyed.

AMERICA HILL (Plantation Coy)—Dwelling house much damaged, also Bay Rum Factory, etc. Lime cultivation seriously damaged.

MILAND—No damage.

MAHOE BAY—Marsh's house destroyed.

ANNABERG.—Francis' Castle Building, just built, much damaged.

MARY'S POINT (Stakemann's property)—Labourer's village destroyed, also cocoanut grove.

PARCEL ANNABERG (owned by squatters)—Houses damaged.

LEINSTER BAY.—The private boarding house of Mrs. Clen, owned by Lawyer Jorgensen, entirely destroyed.

HERMITAGE (Lockhart's)—Some damage to buildings, etc.

EAST END—Many small properties suffered very much damage. Some persons crushed to death in their houses.

PALESTINA.—Nearly all the houses destroyed. Many homeless.

CORAL BAY, EMMAUS.—Moravian Church and Mission house and outer buildings all gone. Parson Rev. Penn had to take refuge at Carolina, Mr. E. W. Marsh's estate. Not much damage to Carolina.

Other parts of Coral Bay very much damaged. Many homeless.

SOUTH SIDE.—Many places much damaged and poor people much in need.

MOLLENDALH—Scarcely a house not seriously damaged.

CESSMAN HILL—Scarcely a house not ruined. Many homeless and nothing to eat.

These are among the worse; still there are other parts that we have not been able to get news from.

The Moravian Minister Revd. Penn lost everything, especially his valuable books.

The inhabitants are in a deplorable condition.

Of all the beautiful cocoanut palms there are scarcely a dozen trees left in the whole Island. The beautiful cocoanut grove of Estate Trunk Bay is entirely destroyed.

From the October 14th issue of the *St. Thomae Tidende*, St. Thomas:

STORM NOTES

In our account Wednesday of the great hurricane of Monday night we tried to depict at some length the aspect of the town as it appeared after the terrific ordeal through which it passed during those few fatal hours. The account was somewhat extensive and descriptive enough as we thought, but the more we see of the widespread havoc and the general wreckage, and the more heard, the more we find that our sketch, full as it seemed, was lacking. There are certain experiences which cannot be related effectively, certain scenes which cannot be fully delineated, they must be felt and seen to be understood. Such is the hurricane and its calamitous effects.

We said in our sketch that the better way to convey an idea of the general damage and loss would be rather,

for the hundreds of houses within the town limits, to name those which have not been damaged; if this were done it would be seen how few houses have escaped. Any attempt to name or specify losses would unavoidably be very incomplete.

The fall of the coal cranes affords the best idea of the force of the wind. These huge machines were made to withstand a wind velocity of one hundred miles an hour, but their collapse during the second part of the storm proves the speed of the wind to have been greater. The Parima reports it at between one hundred thirty and one hundred forty miles an hour. The way in which the strong iron members have been bent is surprising.

RELIEF COMING

We are glad to learn that, Government having represented to the Ministry of Finances that assistance from the State Treasury towards relieving the distress caused by the hurricane would be necessary, the Ministry has cabled Government that means would be forthcoming for the said purpose. Government has under consideration the appointing of a committee with Judge Wellejus as chairman to investigate matters and to make proposals to Government for assistance outside of such as is already under the care of the Poor Commission.

It will be comforting to the numerous sufferers by the hurricane to learn the foregoing so they will know that help is coming from Denmark.

Also from America relief may be expected, appeal for aid having been cabled. It has been suggested that arrangements be made here for procuring by cable

food and building materials to get which a group of merchants may see after.

The aid now has to include St. Jan, which has also been swept by the storm. Some hurried notes sent us from there give a partial but awful sketch of conditions, while an eyewitness who experienced the hurricane there gives a deplorable account of its ravages. The state of things is appalling, he says, no homes, no food, no fruit trees, no provision grounds left, almost everything flat, boats, fishpots, all gone. Desolation reigns. From St. Croix likewise come harrowing tales of distress, so that each of the group has shared the common affliction.

CHAPTER XXVIII

SALE NEGOTIATIONS

Purchase of Danish West Indies first considered by United States in January, 1865—Experiences of Civil War a contributing factor—Report by Vice-Admiral Porter—Secretary Seward's visit to St. Thomas—History of the several sale negotiations—"Bargain Day in Islands"—Final exchange of ratifications—Possessions in the West Indies.

IN acquiring possession, after more than half a century of negotiations, of the group of islands that formerly constituted the Danish West Indies, the United States increases its territory by 138 square miles and a new and important naval base is gained which is admirably situated for the defence of the Panama Canal. This is probably the chief consideration in the transaction, and the purchase price of \$25,000,000, which represents forty-eight tons of gold, is not regarded as excessive for the acquisition of a harbour so perfectly fitted as that of St. Thomas for such employment.

The purchase by the United States of St. Thomas, St. John, and St. Croix, with the adjacent rocky islets, was first considered as long ago as January, 1865, when Abraham Lincoln was President and William H. Seward was Secretary of State. Both of these officials became convinced, as a result of the trying experiences of the Civil War, that the incorporation of the Danish

West Indies should become part of the program of the State Department, as an adjunct to the Monroe Doctrine. England, France, and Spain, who at that time largely controlled the affairs of the West Indies, had practically recognized the Confederate States as independent, and privateers and blockade runners from the South made these ports their chief storehouses for arms, ammunition, and food. As a consequence, the merchant marine flying the Stars and Stripes had well-nigh disappeared from the seas when Mr. Lincoln and Mr. Seward were awakened to the necessity of some strong action. Before making any recommendation to Congress for the purchase of the Danish Islands, however, a report on the matter was obtained from Vice-Admiral Porter, which has been incorporated into the official documents relating to this subject at the State Department, and which reads in part as follows:

"St. Thomas lies right in the track of all vessels from Europe, Brazil, the East Indies, and the Pacific Ocean bound to the West Indian islands or to the Atlantic States. It is the point where all vessels coming from any of the above stations touch for supplies. It is a central point from which any or all of the West Indian islands can be assailed, while it is impervious to attack from landing parties, and can be fortified to any extent. The bay, on which lies the town of St. Thomas, is almost circular, the entrance being by a neck guarded by two heavy forts, which can be so strengthened and protected that no foreign power can ever hope to take it.

"St. Thomas is a small Gibraltar of itself and could not be attacked by a naval force. There would be no possibility of landing troops there, as the island is surrounded by reefs and breakers, and every point near

which a vessel or boat could approach is a natural fortification and only requires guns, with little labour expended on fortified works. There is no harbour in the West Indies better fitted than St. Thomas for a naval station. Its harbour and that of St. John, and the harbour formed by Water Island, could contain all the vessels of the largest navy in the world, where they would be protected against an enemy. In fine, St. Thomas is the keystone to the arch of the West Indies. It commands them all. It is of more importance to us than to any other nation."

Negotiations were then opened with General Raassloff, the Danish Chargé d'Affaires at that time in Washington, but after several unofficial conferences it became evident that Denmark had no desire to part with her colonies. This objection was chiefly due to Denmark's loss of Schleswig-Holstein through her war with Prussia and Austria in 1864, which made her reluctant to give up any more of her territory. In addition, according to subsequent reports, the United States had to overcome the determined opposition organized in Copenhagen by Great Britain and France. Not until December, 1865, was the matter again taken up, and then a new Ministry, less opposed to the sale, was in power in the Danish capital.

Mr. Seward visited St. Thomas about this time, professing ill health as the occasion for his trip to Caribbean waters, and being convinced of the necessity of the purchase, made an offer to take over the three islands for the sum of five million dollars. General Raassloff did not push the matter actively and things dragged on until January, 1867, and nothing was accomplished. Instructions were given to Mr. Yeamans, at that time American Minister at Copenhagen, to push



Colonial Council Delegates from St. Thomas
(From Left to Right: Dr. Viggo Christensen, Lawyer J. P. Jorgensen, and Mr. James Roberts)

Photo by H. Petersen

the sale. In May, 1867, an answer was received declining the offer of the United States and making a new proposal of \$15,000,000 for the three islands, or \$10,000,000 for St. Thomas and St. John, adding that the transfer must be sanctioned by a vote of the population of the islands. The United States answered this by an offer of \$7,500,000 in gold, but objecting to the vote. This second offer was refused, but a new proposition of \$11,250,000 for the three, or \$7,500,000 for two islands, and the vote of the people was proposed.

When the second offer of the United States was rejected the American Minister in Copenhagen was instructed that negotiations were dropped. Yet in July, 1867, a cable was sent by the State Department ordering the acceptance of St. Thomas and St. John, but opposing the vote, and in October of the same year the Secretary of State cabled: "Close, conceding the vote." On October 24, 1867, a treaty was finally signed by the Danish Government and the American Minister on behalf of the United States. The vote of the islanders had not yet been taken, as an earthquake at this time delayed matters until January, 1868, when a vote favouring the annexation was secured. Shortly afterwards the Danish Rigsdag ratified the treaty and the King affixed his signature thereto on July 31, 1868. The wait in Washington had been so long, however, that interest in the project had died down and Seward was no longer there to revive it. Besides, just at this time a political struggle was going on between President Johnson and the Senate. The time limit for ratification expired, and was extended without any further action being taken. The treaty was finally rejected after an unfavourable reply by the United States Committee on Foreign Affairs.

In 1892, John Foster, Secretary of State, reopened negotiation for the acquisition of the islands. Matters were taking a favourable turn, and at last the long-pending question seemed near a settlement. But President Harrison's Administration was drawing to a close, and feeling that he could not conclude the matter before his term of office had expired, though fully appreciating the value and importance of these islands to the United States, he caused the negotiation to be suspended.

The question was brought before the public in 1896 by a newspaper article, claiming that Denmark was willing to cede the islands, but this rumour proved to be false.

In 1898, just before the United States went to war with Spain, Washington negotiated again with Copenhagen to buy the Danish West Indies. But this time the sale did not go through owing to its rejection by the Danish Parliament, acting under strong pressure by the King and the royal family.

In 1900 the project was again broached between Denmark and the United States to buy the three islands, but it was again defeated and this time at Washington.

A sort of grim humour over the situation of being constantly put on the market was occasioned within the islands, and outside as well, by the constant recurrence of the sale proposals, as is reflected in the following notice that appeared conspicuously in the February 27, 1901, issue of *The Danish West Indian*:

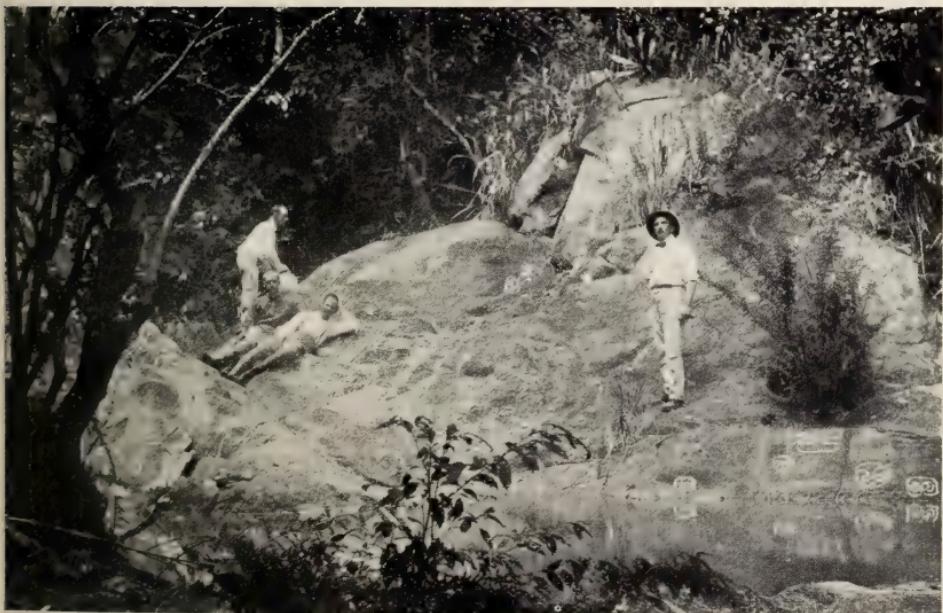
WHO BIDS?

Bargain Day in Islands



A Product of St. Thomas

Photo by Clare E. Taylor



Carib Inscriptions on Rocks at Riff Bay, St. John

Photo by Clare E. Taylor

The New York *Daily Tribune*, January 6th, contains a caricature of Denmark offering the Danish West Indian Islands at auction. "No bid less than \$3,000,000 accepted."

When shall our days of humiliation come to an end?

In the year 1902, when Colonel Theodore Roosevelt was President, the United States came very near to getting the islands. On January 24th a convention was signed at Washington by John Hay, then Secretary of State, and Constantin Brun, Danish Minister to the United States, for the cession to the United States of the Danish West Indian Islands for between \$4,000,000 and \$5,000,000.

The convention was ratified by the Senate on February 17, 1902. The treaty was approved by the lower house of the Danish Rigsdag, but on October 21, 1902, the Landsting, or upper house, declined to ratify it.

From 1902, the question was kept in abeyance up to about the middle of 1915, when the final parleyings were begun. The convention between the United States and Denmark respecting the cession of the Danish West Indian Islands to the United States was signed at New York, by Secretary of State Robert Lansing and Minister Constantin Brun, on August 4, 1916. The convention was immediately transmitted to the Senate, and on September 7th ratification of same was duly advised by this body. In Copenhagen the issue was not definitely decided until December 22, 1916, during which time a plebiscite in Denmark was resorted to and a commission of six Colonial Council members was summoned from the Danish West Indies to appear before the Special Parliamentary Committee appointed to deliberate on the question. The ratifications of the

treaty were formally exchanged in Washington on January 17, 1917, and the change of flags on the islands was effected on the March 31st following.

The United States now owns in the West Indies, in addition to its newly acquired territories, Porto Rico, Culebra, and Vieques, and acts as a protector over Cuba, Haiti, and Santo Domingo.

The Netherlands possesses in the West Indies: St. Martin, St. Eustatius, Saba, Curaçao, Aruba, Buen Ayre; France owns: Martinique, Guadeloupe, Desirade, Marie Galante, St. Bartholomew, Les Saints; and Great Britain owns: Jamaica, Caymans, Bahamas, Virgin Islands, Trinidad, Tobago, Grenada, Grenadines, St. Vincent, Barbados, St. Lucia, Domenico, Antigua, Montserrat, Barbuda, Nevis, St. Christopher, Anguilla.

CHAPTER XXIX

DISCUSSION OF THE SALE

Importance of the sale transaction—Advantageous to the United States as an act of preparedness but a good bargain for Denmark—Discussion by Rear-Admiral Goodrich of the strategic possibilities of the islands—View of the *St. Croix Avis*—New York newspaper comments—Attitude of the islanders.

CONCERNING the importance of the sale transaction, and the calculated value accruing to the United States by the possession of the islands, much has been written. Naval experts, however, appear to be united in the conviction that, as an act of preparedness on the part of the purchasing nation, the huge sum of \$25,000,000 that was finally paid was none too high. On the other hand, and viewing the matter from a Danish standpoint, there are many who are inclined to feel that Denmark profited by the bargain and that, all things considered, it was wise for her to part with her possessions in the Caribbean over which she had exercised control for nearly three hundred years.

As far back as January 2, 1897, the *St. Croix Avis* fairly well revealed the general sentiment on the situation in the following expression:

“Just now there is a great deal said of our Mother Country being anxious to sell the islands of St. Thomas, St. Croix, and St. John. She derives no revenue from

them commensurate with the expenses of maintaining her authority . . . and she has no other interests in this part of the world. . . .

“Until 1870 St. Thomas was the entrepôt of the merchants of Venezuela, San Domingo, Haiti, Porto Rico, and many of the smaller Antilles. Its magnificent harbour was the rendezvous of steam packets from Europe and the United States. Since then the West Indian traders have acquired the habit of purchasing in American and European markets direct, and the Committee of St. Thomas has become practically extinct. As a consequence, the revenues of our sister colony have fallen below the expense of administration, and the Mother Country has been compelled to make good the deficiency at the rate of \$100,000 to \$150,000 per annum. This drain upon the Royal Danish Exchequer at Copenhagen constitutes in fact the reason for the desire to sell us.

“We have also heard that there are special reasons for the purchase of these islands by the United States. Germany has long desired to secure St. Thomas as a naval station. Of all the great maritime Powers, Germany alone has no harbour in the West Indies. But the transfer of any possession by one European Government to another would be opposed to the Monroe Doctrine. In the first place the United States cannot afford to have them transferred to a European Power, and none but a European Power is likely to buy from Denmark if the United States declines the offer again.

“To allow Europe to get any further foothold in the West Indies either by force or treaty, would be subversive of the Monroe Doctrine.

“We form a chain which extends completely across

the mouth of the Caribbean Sea, and we are the only islands of importance that do not belong to Great Britain. By means of this chain of islands, Great Britain holds the key of the Caribbean Sea, and can threaten all the territories along the Gulf in Central America, on the Isthmus, and in Venezuela. She has in fact fortified St. Lucia. The United States ought to have at least one good naval station in the West Indies and especially in this chain of islands at the entrance of the Caribbean Sea. St. Thomas has such a station. Why does the United States neglect the several available opportunities to strengthen itself in the West Indies?"

Rear-Admiral Casper F. Goodrich, in discussing the topography of the Danish West Indies in the *New York Times*, said:

"Were the Danish West Indies in the possession of an enemy, what interests of ours would be menaced? Let us seek the answers to this momentous question.

"From them, as a base, to Charleston, our nearest important Atlantic harbour, is, roughly, 1,200 miles; to Norfolk about 1,300 miles, distances easily covered in three or four days by a fleet which could fight an action and return with plenty of fuel left in the bunkers. Moreover, raiding operations therefrom could, and doubtless would, seriously interfere with, if they didn't wholly interrupt, our foreign commerce, even at remote points, such as New York, Boston, and Portland.

"In the other direction lies Colon, the northern entrance to the Panama Canal, a little more than one thousand miles away from St. Thomas. It is against Colon that an inimical campaign would more possibly be directed. The possession of this gateway to the Pacific would restore the conditions of the war with Spain, when the *Oregon* had to circumnavigate the whole of South

America in order to join Sampson off Santiago de Cuba. It would then be impossible in the time available to transfer our naval vessels on the west coast to reinforce our battle fleet, and the war would undoubtedly be brought, for us, to a prompt and disastrous conclusion.

"To the east, again, from the Danish West Indies, control would readily be secured of our sea-borne traffic with South America.

"While we cannot, without mention, dismiss the bare possibility that a convenient port of call on this side of the Atlantic is all that would be sought, it is evident that a foreign nation endeavouring to acquire the Danish West Indies could in fact have no mere commercial or profitable colonial aim in view. There is but one harbour in the group that is especially fit for a naval base—Charlotte Amalie—on the south side of St. Thomas. It is rather restricted, but by skill and care it could be made to accommodate a fleet large enough to occasion us grave concern.

"As the ground rises behind the town and the harbour runs back in the land, it can be adequately fortified with slight difficulty.

"The other islands in the West Indies are French, British, Dutch, or Cuban. We may, consequently, in the future, as in the past, count upon their neutrality, which may assume a 'benevolent' character. The same may equally be said of Bermuda and Canada.

"The harbour of St. Thomas is by no means ideal, but it can be made to serve. Its strategic position could hastily be bettered. The need of such a base for operations against us or for our defence, should the ratifications of the present treaty with Denmark be exchanged, is manifest. Nowhere else can its like be found.

“From a secure harbour for merchant steamers to a naval establishment and a military outpost, the path is neither hard nor long. It is wiser, however distasteful, to forestall any such manœuvre by a foreign power by buying the islands ourselves. We do not relish the idea of such a thorn in our side, such a threat to neighbouring Porto Rico, to our naval station at Guantanamo (only 300 miles distant), to that at Key West (1000 miles distant), to the free navigation of the Caribbean Sea, the Mona and Windward Passages (between Porto Rico and Haiti, Cuba and Porto Rico, respectively), to our Gulf cities. It would be excessively awkward, too, were our enemy slanted on the flank of our lines of communication with Vera Cruz and Tampico, should we, which God forbid, be forced to intervene in Mexico.

“Thus, it appears, north, east, south, and west these islands are a most valuable *point d'appui* for any European government wishing to quarrel with us. It is, therefore, in the highest degree essential that we spare no effort to prevent them falling into unfriendly hands.”

In the January 2, 1917, issue of the *New York Herald*, a special correspondent has this to say in finally summing up the situation:

“St. Thomas has an excellent harbour, and that was the inducement for the purchase. The inducement is much stronger to-day in the United States, than it was thirty years ago. She has expanded since then, and is in need of coaling stations in the West Indies. She has neglected several admirable opportunities to strengthen herself here, and it will be culpable disregard of the present and future interests of her people to refuse this one.

“It is not a colonization scheme, but a thoroughly

sensible plan for strengthening the outer line of defences, so that her navy may not be crippled, should an emergency arise, requiring its employment.

"It is one of those obvious precautions which enlightened nations do not venture to disregard, when possible to make use of them."

The New York *Mail* also presented weighty arguments in favour of the purchase of the islands as is illustrated in its issue of July 25, 1916:

"Foresight is better than hindsight. The purchase of Alaska in 1867 for the paltry sum of \$7,200,000 in gold was a piece of foresight for which America has ample reason to be grateful. The failure to purchase the Danish West Indies now will prove a costly cause for regretful hindsight ten years from now.

"America needs the West Indies. The islands lie on the main route to and from South America. The lion's share of that trade belongs geographically and economically to the United States. For the purposes of a coaling and cable station, a sort of halfway house between New York and the mouth of the Panama Canal, the island of St. Thomas is ideal. Denmark is willing to sell. The legitimate commercial and political interests of this country make the purchase of the Danish possession imperative at this time.

"The great war has shown the transcendent strategic value of straits and of lands dominating waterways. By her control of the Suez Canal Britain is able to maintain her unobstructed sea road to India against the assaults of her enemies. The little rock town of Aden is the key to the Red Sea. The frowning cliff of Gibraltar is the sentinel that guards the gate of the Mediterranean. By her fortunate possession of the sandspit of Heligoland, acquired through an unpre-



View of Magen's Bay from the West

cedented fluke of fortune, Germany is able to interpose a barrier of steel and fire between the mouth of the Kiel Canal and the might of England's navy.

"It would be suicidal for America, on the threshold of her great commercial expansion in South America, to suffer a Heligoland, or a Gibraltar, or an Aden to be erected by her rivals at the mouth of her Suez.

"The purchase of the Danish West Indies would be of hardly greater advantage to the United States than to the people of the islands themselves. One reason why Denmark is prepared to sell the islands is because, through the operations of tariffs, and of the inexorable laws of supply and demand, the people who inhabit them are vainly struggling against economic ruin. Under the American flag the people of St. Thomas and of St. John, under the operation of the same laws, would wax prosperous.

"Altruistic as well as selfish reasons, then, press upon America the duty of availing herself of the present opportunity to extend her dominion over the Danish West Indies.

"Such a policy would constitute imperialism only in the same sense as the purchase of Alaska was an imperialistic step. Clearing away the opportunities for hostile naval stations on our road to South America would be an indispensable adjunct in our future naval development."

During the greater part of the year 1916, the sale question was the chief topic of conversation in the three Danish Islands. Various pros and cons were given, but the prevailing belief was that, on the whole, the islanders rather welcomed the proposed change of sovereignty and were pleased when the final act affecting the change was accomplished. All of the newspapers were more or

less guarded in their utterances on the subject during this whole period. The following editorial from *The Bulletin* appearing on December 16, 1916, the day after the announcement was received respecting the result of the plebiscite in Denmark, is a fair illustration of the public attitude toward the impending transaction that was certain to prove of more than passing importance to all concerned.

ISLANDS SOLD

“Copenhagen, December 15th—The Plebiscite resulted in 283,694 for the sale, and 157,596 against it, namely sixty-four per cent. for the sale.”

GONE!

At last the Islands are sold!

The announcement came yesterday in a special cablegram from Copenhagen saying that the plebiscite in Denmark had declared by a large majority in favour of the transfer. The decision having been left in the hands of the Danish people, their verdict is now final, and the cession therefore passes from the pending state of uncertainty and becomes an undoubted reality. What was once fiction is now a fact. The suspense, the suffering, the agony, is ended, nevermore to be renewed.

If we may judge from the despatch, the end did not come without a struggle; the opposition made an effort to overthrow the sale, but while it could not save the situation, it anyway somewhat saved the national face in an endeavour to hinder if possible a transaction that seemed to them—and to others—a blot on their proud escutcheon. They tried bravely, but failed, doubtless largely through the overweight which the reiterated

requests from the Islands to be sold, and the pleadings of the Delegates for annexation, threw into the scales. The wish of the people may consequently be regarded as the decisive factor, and responsibility for the result in a manner shared between the element at home willing to sell and those out here willing to be sold.

In this connection there may be room for saying something, but it were better to desist. In Denmark's behalf it is difficult to say anything in justification or defence of her action that would not be countered. Hence it may be best, now that we are on the verge of parting, rather to let things rest in peace, leaving the summarizing of cause and effect to another and the duty of a later period. Ours now is but to word the obituary of Danish rule kindly and tenderly rather than with harshness, remembering what has been good, eliminating what has been bad, banishing ill-will, discarding regrets as being in vain, and sinking all beneath the waves of forgetfulness. At least to those who believe in destiny, the whole sale question from its inception fifty years ago to its conclusion yesterday, the wearisome process throughout its varying phases, had its rôle to play. The time has now been reached, the obviously inevitable has occurred. There is then but one thing to do—accept it, not without perhaps a sentiment or a sigh; but in the light of something that had to be.

The news of the voting was received without the slightest demonstration; it was heard and read by the people with remarkable reserve, with what resembled quiet resignation, many doubting the result and its meaning. Such incredulity is not strange, seeing that familiarity with the subject and frequent similar seemingly positive reports from time to time had proved untrue. There is however no room for doubt

now. It is finished. The Rigsdag made the sale dependent upon the referendum, and the people having declared in favour of cession, their decision tells. It only remains for the Parliament now to ratify the convention which, according to the condition laid down by themselves, must receive their sanction. This done, the next and last step will be the appropriation by the American Congress of the many millions, which it is hoped will not all go into the home treasury without the other party to the transaction—the islands—being given a share.

Fourteen years ago the question was settled amid great excitement in favour of retention by Denmark. Today with equal intensity of feeling and anxiety the renewed question has been decided in favour of America, which means that it is settled for ever, no longer to unsettle, disturb, vex. The merchandise is now off the counter, the undignified, unique business being at last closed. There will soon be no more Danish West Indies, and if the flag is lowered unhonoured and the name of Denmark by the great majority unsung, there is a reason, or reasons. To the credit of Danish administration however it should be said, at this time when misdeeds are grossly magnified and exaggerated, that it has not been barren of good results. It has accomplished much, though it could have achieved much more. But the sale virus which tainted the national spirit could not be eradicated. That was the bane which with other contributory causes created a state of affairs in these islands without parallel anywhere, communities above all that were practically aliens to the mother tongue, without which there can be no true sympathy or love such as that welded by the strong link of language in the fraternal chain.

But as we have remarked, the sun will soon go down upon Danish rule in this part of the world and the future historian will find his task awaiting him. Meanwhile the stage is being set for the exit of the one and the entry of the other. How the old actor played his part is known. How the new impersonator will perform is a guess. That he can and will do it creditably is the hope of all. Much, perhaps too much, may be expected at once from the new nationals, hence excess of anticipation may bring disappointment. Let us rather be moderate in our expectations and hopeful of successful results. No more will weak voices cry, "Long live Denmark," but as the multitude shout instead, "Hail Columbia," may the joy of doing so eventually bring them and the community at large satisfaction and contentment.

CHAPTER XXX

CONVENTION BETWEEN THE UNITED STATES AND DENMARK

A Convention between the United States and Denmark respecting the cession of the Danish West Indian Islands to the United States—Signed at New York, August 4, 1916—Ratification advised by the Senate, September 7, 1916—Ratified by the President, January 16, 1917—Ratified by Denmark, December 22, 1916—Ratifications exchanged at Washington, January 17, 1917—Proclaimed, January 25, 1917.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

Whereas a Convention between the United States of America and Denmark providing for the cession to the United States of all territory asserted or claimed by Denmark in the West Indies, including the islands of St. Thomas, St. John, and St. Croix, together with the adjacent islands and rocks, was concluded and signed by their respective Plenipotentiaries at the City of New York on the fourth day of August, one thousand nine hundred and sixteen, the original of which Convention, being in the English and Danish languages, is word for word as follows:

The United States of America and His Majesty the King of Denmark being desirous of confirming the good understanding which exists between them, have to that end appointed as Plenipotentiaries:

Da de amerikanske Forenede Stater og Hans Majestaet Kongen af Danmark ønsker at befaeste det gode Forhold, der bestaar imellem dem, har de i den Anledning udnaevnt til deres Befuldmaegtigede:

The President of the United States:

Mr. Robert Lansing, Secretary of State of the United States, and His Majesty the King of Denmark:

Mr. Constantin Brun, His Majesty's Envoy extraordinary and Minister plenipotentiary at Washington,

who, having mutually exhibited their full powers which were found to be in due form, have agreed upon the following articles:

Article I

His Majesty the King of Denmark by this convention cedes to the United States all territory, dominion and sovereignty, possessed, asserted, or claimed by Denmark in the West Indies including the Islands of Saint Thomas, Saint John, and Saint Croix together with the adjacent islands and rocks.

This cession includes the right of property in all public, government, or crown lands, public buildings, wharves, ports, harbours, fortifications, barracks, public funds, rights, franchises, and privileges, and all other public property of every kind or description now belonging to Denmark together with all appurtenances thereto.

In this cession shall also be included any government archives, records, papers, or documents which relate to the cession or the rights and property of the in-

Praesidenten for de Forenede Stater:

Hr. Robert Lansing, de Forenede Stater Statssekretær, og Hans Majestaet Kongen af Danmark: Hr. Constantin Brun, Hans Majestaets overordentlige Gesandt og befuldmaegtigede Minister i Washington,

hvilke efter gensidigt at have fremvist deres Fuldmagt, der defandtes i behørig Form, er komne overens om følgende Artikler:

Artikel I

Hans Majestaet Kongen af Danmark overdrager ved denne Konvention til de Forenede Stater ethvert Territorium, Besiddelse og Højhedsret, som Danmark besidder, opretholder eller gør Krav paa i Vestindien, bestaaende af Ferne St. Thomas, St. Jan og St. Croix tilligemed de tilliggende Fer og Klipper.

Denne Overdragelse indbefatter Ejendomsretten til alle offentlige, Regeringen eller Kronen tilhørende Landstraekninger, offentlige Bygninger, Vaerfter, Havne, Rede, Faestningsvaerker, Kaserner, offentlige Midler, Rettigheder, Friheder, Privilegier, og enhver anden offentlig Ejendom af en hvilken som helst Art eller Beskrivelse, som nu tilhører Danmark, tilligemed alle dertil horende Appertinentier.

I denne Overdragelse skal ogsaa vaere indbefattet alle offentlige Arkiver, Protokoller, Pa-

habitants of the Islands ceded, and which may now be existing either in the Islands ceded or in Denmark. Such archives and records shall be carefully preserved, and authenticated copies thereof, as may be required shall be at all times given to the United States Government or the Danish Government, as the case may be, or to such properly authorized persons as may apply for them.

pirer eller Dokumenter, som vedrører Overdragelsen eller de Rettigheder og den Ejendom, som tilhører de overdragne Oers Indbyggere, og som nu maatte befind sig enten paa de overdragne Øer eller i Danmark. Disse Arkiver og Protokoller skal omhyggelig opbevares, og bekraeftede Gengifter deraf, som maatte blive forlangt, skal til enhver Tid gives til de Forenede Staters Regering eller til den danske Regering, efter de foreliggende Omstændigheder, eller til saadanne behørig bemyndigede Personer, som maatte begaere samme.

Article 2

Denmark guarantees that the cession made by the preceding article is free and unencumbered by any reservations, privileges, franchises, grants, or possessions, held by any governments, corporations, syndicates, or individuals, except as herein mentioned. But it is understood that this cession does not in any respect impair private rights which by law belong to the peaceful possession of property of all kinds by private individuals of whatsoever nationality, by municipalities, public or private establishments, ecclesiastical or civic bodies, or any other associations having legal capacity to acquire and possess property in the Islands ceded.

The congregations belonging to the Danish National Church shall retain the undisturbed use

Artikel 2

Danmark garanterer, at den Overdragelse, som finder Sted ved den foregaaende Artikel, er fri og ubehaeftet af hvilke som helst Forbehold, Privilegier, Friheder, Indrømmelser eller Besiddelsesrettigheder, som maatte tilhøre nogen Regering, Korparation, Syndikat eller privat Person, undtagen for saa vidt det heri er omtalt. Men man er enig om, at denne Overdragelse ikke i nogen Henseende skal komme private Rettigheder til Skade, som ifølge Loven er forbundet med den fredelige Besiddelse af Ejendom as enhver Art, som tilkommer private Personer af hvilken som helst Nationalitet, Komuner, offentlige eller private Establissementer, kirkelige eller borgerlige Korporationer eller nogen anden Sammenslutning, som ifølge Loven er befojet til at

of the churches which are now used by them, together with the parsonages appertaining thereto and other appurtenances, including the funds allotted to the churches.

Article 3

It is especially agreed, however, that:

(1) The arms and military stores existing in the Islands at the time of the cession and belonging to the Danish Government shall remain the property of that Government and shall, as soon as circumstances will permit, be removed by it, unless they, or parts thereof, may have been bought by the Government of the United States; it being however understood that flags and colours, uniforms and such arms or military articles as are marked as being the property of the Danish Government shall not be included in such purchase.

(2) The movables, especially silver plate and pictures, which may be found in the government buildings in the Islands ceded and belonging to the Danish Government shall remain the property of that Government and shall, as soon as circumstances will permit, be removed by it.

(3) The pecuniary claims now held by Denmark against the colonial treasuries of the Islands

erhverve og besidde Ejendom paa de overdragne Fer.

De Menigheder, som hører til den danske Folkekirke, skal vedblive at have den uforstyrrede Brug af de Kirker, som nu benyttes af dem, tillige med de dertil hørende Praesteboliger og andet tilhørende, herunder de til Kirkerne henlagte Kapitaler.

Artikel 3

Man er dog saerlig kommet overens om, at:

(1) Vaaben og Militaerbeholdninger, som befinner sig paa Ferne paa Tidspunktet for Overdragelsen, og som tilhører den danske Regering, skal forblive denne Regerings Ejendom, og skal, saa snart Omstaendighederne tillader det, bortfjernes af denne, med mindre de, eller Dele deraf, skulde blive købt af de Forenede Staters Regering, hvorved dog er underforstaaet, at Flag og Faner, Uniformer og saadanne Vaaben eller Militaergenstande, der er maerkede som den danske Regerings Ejendom, ikke skal vaere indbefattet i en saadan Erhvervelse.

(2) Løsninger, aerlig Sølv, og Malerier, som maatte findes i Gouvernementsbygningerne paa de overdragne Fer, og som tilhører den danske Regering, skal forblive denne Regerings Ejendom og skal, saa snart Omstaendighederne tillader det, bortfjernes af denne.

(3) Pengekrav, som nu haves af Danmark mod de overdragne

ceded are altogether extinguished in consequence of this cession and the United States assumes no responsibility whatsoever for or in connection with these claims. Excepted is however the amount due to the Danish Treasury in account current with the West Indian colonial treasuries pursuant to the making up of accounts in consequence of the cession of the Islands; should on the other hand this final accounting show a balance in favour of the West Indian colonial treasuries, the Danish Treasury shall pay that amount to the colonial treasuries.

(4) The United States will maintain the following grants, concessions, and licenses, given by the Danish Government, in accordance with the terms on which they are given:

a. The concession granted to "Det vestindiske Kompagni" (the West Indian Company), Ltd. by the communications from the Ministry of Finance of January 18th, 1913, and of April 16th, 1913, relative to a license to embank, drain, deepen, and utilize certain areas in St. Thomas Harbour and preferential rights as to commercial, industrial, or shipping establishments in the said harbour.

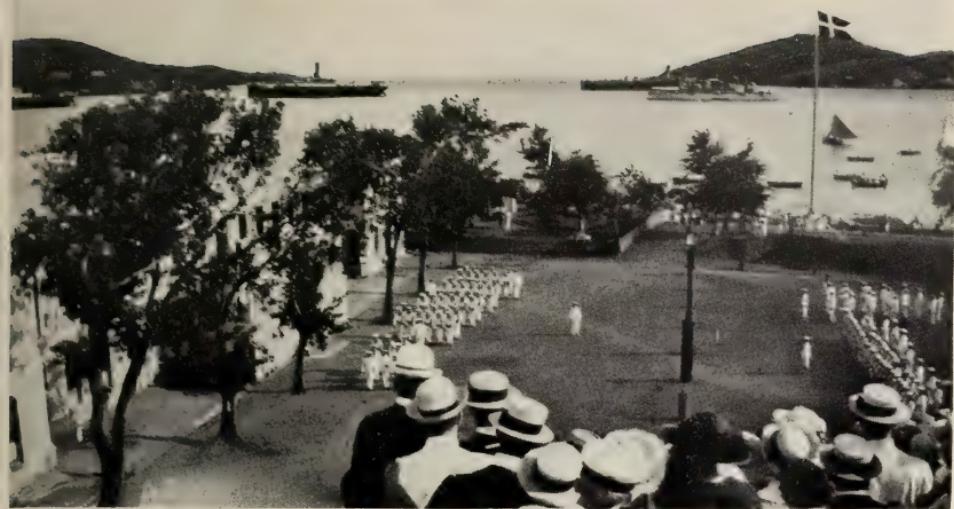
b. Agreement of August 10th and 14th, 1914, between the municipality of St. Thomas and St. John and "Det vestindiske Kompagni," Ltd., relative to the supply of the city of Charlotte Amalie with electric lighting.

Fers Kolonialkasser, er fuldstaendig ophørt som Følge af denne Overdragelse, og de Forenede Stater paatager sig intet som heldst Ansvar for eller i Forbindelse med samme Pengekrav. Herfra undtages dog det Beløb, som den danske Statskasse maatte have tilgode i Mellemregning med de vestindiske Kolonialkasser i Henhold til den i Anledning af Fernes Afstaaelse stedfindende Opgørelse. Skulde omvendt Mellemregningsforholdet give de vestindiske Kolonialkasser et Tilgodehavende hos den danske Statskasse, har denne at tilsvare Kolonialkasserne dette.

(4) De Forenede Stater vil oprettholde de efterfølgende af den danske Regering givne Tilsagn, Koncessioner og Bevillinger, overensstemmende med de Vilkaar, under hvilke de er givne:

a. Finansministeriets Tilsagn i Skrivelser af 18' Januar 1913 og 16' April 1913 til Aktieselskabet "Det vestindiske Kompagni" angaaende Tilladelse til at inddæmme, tørlægge, uddybe og udnytte visse Arealer i St Thomas Havn samt Fortrinsret med Hensyn til kommercielle, industrielle eller Skibsfartsanlaeg i St. Thomas Havn;

b. Overenskomst af 10' og 14' August 1914 mellem Kommunen St. Thomas og St. Jan og Aktieselskabet "Det vestindiske Kompagni" angaaende Byen Charlotte Amalies Forsyning med elektrisk Belysning;



A Last View of Old Dannebrog, from the Fort

Photo by A. B. Hassell



A First View of Old Glory, from the Fort

Photo by A. B. Hassell

c. Concession of March 12th, 1897, to "The Floating Dock Company of St. Thomas, Ltd.," subsequently transferred to "The St. Thomas Engineering and Coaling Company, Ltd.," relative to a floating dock in St. Thomas Harbour, in which concession the maintenance, extension, and alteration of the then existing repairing slip are reserved.

d. Royal Decree Nr. 79 of November 30th, 1914, relative to the subsidies from the colonial treasuries of St. Thomas and Saint Croix to "The West India and Panama Telegraph Company, Ltd."

e. Concession of November 3d, 1906, to K. B. Hey to establish and operate a telephone system on St. Thomas Island, which concession has subsequently been transferred to the "St. Thomas Telefonelskab," Ltd.

f. Concession of February 28th, 1913, to the municipality of Saint Croix to establish and operate a telephone system in Saint Croix.

g. Concession of July 16th, 1915, to Ejnar Svendsen, an Engineer, for the construction and operation of an electric light plant in the city of Christiansted, Saint Croix.

h. Concession of June 20th, 1904, for the establishment of a Danish West Indian bank of issue. This bank has for a period of thirty years acquired the monopoly to issue bank-notes in the Danish West India Islands against the payment to the Dan-

c. Koncession af 12' Marts 1897 for "The Floating Dock Company of St. Thomas Ltd.," senere overgaaet til "The St. Thomas Engineering and Coaling Company Ltd." vedrørende end Flydedok i St. Thomas Havn, ved hvilken Koncession Opretholdelse, Udvidelse og Forandring af den da eksisterende Ophalingsbedding er forbeholdt;

d. Kongelig Anordning No. 79 af 30' November 1914 om Tilskud fra St. Thomas og St. Croix Kolonialkasser til "The West India and Panama Telegraph Company Ltd.;"

e. Koncession af 3' November 1906 til cand. polyt. K. B. Hey paa Anlaeg og Drift af Telefoner paa St. Thomas, hvilken Koncession senere er overgaaet til Aktieselskabet "St. Thomas Telefonelskab";

f. Bevilling af 28' Februar 1913 til St. Croix Kommune til Anlaeg og Drift af Telefoner paa St. Croix;

g. Koncession af 16' Juli 1915 til Diplomingenior Ejnar Svendsen paa Oprettelse og Drift af et Elektricitetsvaerk i Byen Christianssted paa St. Croix;

h. Koncession af 20' Juni 1904 paa Oprettelse af en dansk vestindisk Seddelbank. Banken har for et Tidsrum af 30 Aar Eneret paa de dansk vestindiske øer til at udstede Sedler mod af sit

ish Treasury of a tax amounting to ten per cent. of its annual profits.

i. Guarantee according to the Danish supplementary Budget Law for the financial year 1908-1909 relative to the St. Thomas Harbour's four per cent. loan of 1910.

(5) Whatever sum shall be due to the Danish Treasury by private individuals on the date of the exchange of ratifications are reserved and do not pass by this cession; and where the Danish Government at that date holds property taken over by the Danish Treasury for sums due by private individuals, such property shall not pass by this cession, but the Danish Government shall sell or dispose of such property and remove its proceeds within two years from the date of the exchange of ratifications of this convention; the United States Government being entitled to sell by public auction, to the credit of the Danish Government, any portion of such property remaining unsold at the expiration of the said term of two years.

(6) The Colonial Treasuries shall continue to pay the yearly allowances now given to heretofore retired functionaries appointed in the islands but holding no Royal Commissions, unless such allowances may have until now been paid in Denmark.

Aaroverskud at betale 10 Procent i Afgift til den danske Statskasse.

i. Garanti i Henhold til den danske Lov om Tillaagsbevilling for Finansaaret 1908-09 vedrørende St. Thomas Havneraads 4 Procent Laan af 1910;

(5) Ethvert Beløb, som skyldes til den Danske Statskasse af Privatpersoner paa den Dag, da Udvekslingen af Ratifikationerne finder Sted, bevares og indbefattes ikke ved denne Overdragelse, og for saa vidt den danske Regering paa denne Dag besidder fast Ejendom, som er overtaget af den danske Statskasse for Beløb, som skyldes af Privatpersoner, skal saadan Ejendom ikke indbefattes under denne Overdragelse, men den danske Regering vil have at sælge eller raade over saadan Ejendom og fjerne dens Udbytte indenfor 2 Aar fra Datoen for Udvekslingen af Ratifikationerne af denne Konvention, saaledes at de Forenede Staters Regering er beføjet til at sælge ved offentlig Auktion, for den danske Regerings Regning, enhver Del af saadan Ejendom, som maatte vaere forblevet usolgt ved Udløbet af den nævnte Frist af to Aar.

(6) Kolonialkasserne skal vedblive at betale de aarlige Understøttelser, der nu gives til tidligere afskedigede Tjenestemaend, som var ansatte paa Færne, men ikke havde kongelig Udnævnelse, med mindre disse Understøttelser hidtil er udredede i Danmark.

Article 4

Artikel 4

The Danish Government shall appoint with convenient despatch an agent or agents for the purpose of formally delivering to a similar agent or agents appointed on behalf of the United States, the territory, dominion, property, and appurtenances which are ceded hereby, and for doing any other act which may be necessary in regard thereto. Formal delivery of the territory and property ceded shall be made immediately after the payment by the United States of the sum of money stipulated in this convention; but the cession with the right of immediate possession is nevertheless to be deemed complete on the exchange of ratifications of this convention without such formal delivery. Any Danish military or naval forces which may be in the islands ceded shall be withdrawn as soon as may be practicable after the formal delivery, it being however understood that if the persons constituting these forces, after having terminated their Danish service, do not wish to leave the Islands, they shall be allowed to remain there as civilians.

Article 5

In full consideration of the cession made by this convention, the

Den danske Regering skal saa snart som muligt udnaevne en Befuldmaegtiget eller flere Befuldmaegtigede i det Φ jemed formelt at overlevere til en lignende Befuldmaegtiget eller Befuldmaegtigede, som er udnaevnte paa de Forenede Staters Vgne, Territorium, H Φ jhedsret, Ejendomsret og Appertinentier, som herved overdrages, og til at foretage enhver anden Handling, som i denne Henseende maatte vaere n Φ dvendig. Formel Overlevering af det overdragne Territorium og Ejendom skal finde Sted umiddelbart efter, at de Forenede Stater har betalt det i denne Konvention stipulerede Pengebel Φ b; men Overdragelsen med Ret til umiddelbar Besiddelsestagelse skal ikke desmindre anses at vaere fuldstaendig ved Udvekslingen af Ratifikationerne til denne Konvention uden saadan formel Overlevering. Alle danske landeller S Φ militaere Styrker, som maatte befindesig paa de overdragne Φ er, skal traekkes tilbage, saa snart dette lader sig g Φ re efter den formelle Overlevering, idet man dog er enig om, at dersom de Personer, som udg Φ r saadan Styrker, efter at have afsluttet deres danske Tjeneste, ikke Φ nsker at forlade Φ erne, skal det vaere dem tilladt at forblive der som Civilpersoner.

Artikel 5

Som fuldt Vederlag for den ved denne Konvention skete

United States agrees to pay, within ninety days from the date of the exchange of the ratifications of this convention, in the City of Washington to the diplomatic representative or other agent of His Majesty the King of Denmark duly authorized to receive the money, the sum of twenty-five million dollars in gold coin of the United States.

Overdragelse gaar de Forenede Stater ind paa at betale, inden 90 Dage fra Datoen for Udvekslingen af Ratifikationerne af denne Konvention, i Staden Washington til Hans Majestaet Kongen af Danmarks diplomatiske Representant eller anden Befuldmaegtiget, som er behorig bemyndiget til at modtage Pengene, en Sum af 25 millioner Dollars i de Forende Staters Guldmont.

Article 6

Danish citizens residing in said Islands may remain therein or may remove therefrom at will, retaining in either event all their rights of property, including the right to sell or dispose of such property or its proceeds; in case they remain in the Islands, they shall continue, until otherwise provided, to enjoy all the private, municipal, and religious rights and liberties secured to them by the laws now in force. If the present laws are altered, the said inhabitants shall not thereby be placed in a less favorable position in respect to the above mentioned rights and liberties than they now enjoy. Those who remain in the Islands may preserve their citizenship in Denmark by making before a court of record, within one year from the date of the exchange of ratifications of this convention, a declaration of their decision to preserve such citizenship; in default of which declaration they shall be held to have renounced it, and to have

Artikel 6

De danske Statsborgere, der bebor de naevnte øer, kan efter eget Valg blive boende eller flytte deraf, idet de i det ene som i det andet Tilfaelde bevarer alle deres Ejendomsrettigheder, deri indbefattet Retten til at sælge eller raade over saadan Ejendom eller Udbyttet deraf; i Tilfaelde af, at de forbliver paa øerne, skal de, indtil anderledes bestemmes, vedblive at nyde alle private rettigheder, kommunale og religiøse Friheder, som er dem tilstaaede ved de nu gaeldende Love. Ifald de nuvaerende Love forandres, skal de ikke derved bringes i en ugunstigere Stilling i Henseende til de ovenomtalte Rettigheder og Friheder, end de nu nyder. De, som forbliver paa øerne, har Ret til at bevare deres Statsborgerforhold til Danmark ved, inden et Aar fra Dagen for Udvekslingen af denne Konventions Ratifikationer, til en "Court of Record" at afgive en Erklaering om, at de ønsker at bevare saadant Statsborgerforhold, i Mangel af hvil-

accepted citizenship in the United States; for children under eighteen years the said declaration may be made by their parents or guardians. Such election of Danish citizenship shall however not, after the lapse of the said term of one year, be a bar to their renunciation of their preserved Danish citizenship and their election of citizenship in the United States and admission to the nationality thereof on the same terms as may be provided according to the laws of the United States, for other inhabitants of the Islands.

The civil rights and the political status of the inhabitants of the islands shall be determined by the Congress subject to the stipulations contained in the present convention.

Danish citizens not residing in the Islands but owning property therein at the time of the cession shall retain their rights of property, including the right to sell or dispose of such property, being placed in this regard on the same basis as the Danish citizens residing in the islands and remaining therein or removing therefrom, to whom the first paragraph of this article relates.

Article 7

Danish subjects residing in the Islands shall be subject in mat-

kin Erklaering de skal anses for at have givet Afkald derpaa og at have valgt at traede i undersaaltigt Forhold til de Forenede Stater; for Børn under 18 Aar kan den naevnte Erklaering afgives af Foraeldre eller Vaerge. Saadant Valg af dansk statsborgerforhold skaldog ikke efter udløbet af ovennaevnte Frist af et Aar vaere til hinder for, at de giver Afkald paa deres bevarede Statsborgerforhold til Danmark og vaelder at traede i statsborgerligt Forhold til de Forenede Stater og optages i disses Nationalitet paa de Betingelser, som overensstemmende med de Forenede Staters Love maatte blive foreskrevne for andre Beboere af Ferne.

Oernes Indbyggeres borgerlige Rettigheder og politiske Vilkaar skal bestemmes af Kongressen, i Overensstemmelse med de i nærværende Konvention indeholdte Bestemmelser.

Danske Statsborgere, der ikke er bosatte paa Ferne, men paa Overdragelsestiden ejer Ejendom der, skal bevare deres Ejendomsrettigheder, deri indbefattet Retten til at sælge eller raade over disse Ejendomme, idet de i saa Henseende er stillede paa samme Fod som de danske Statsborgere, der bor paa Ferne og bliver der eller flytter derfra, om hvem denne Artikels første Del handler.

Artikel 7

Danske Undersaatter, som bor paa Ferne, skal saavel i civile

ters civil as well as criminal to the jurisdiction of the courts of the islands, pursuant to the ordinary laws governing the same, and they shall have the right to appear before such courts, and to pursue the same course therein as citizens of the country to which the courts belong.

Article 8

Judicial proceedings pending at the time of the formal delivery of the Islands ceded shall be determined according to the following rules:

(1) Judgments rendered either in civil suits between private individuals, or in criminal matters, before the date mentioned, and with respect to which there is no recourse or right to review under Danish law, shall be deemed to be final, and shall be executed in due form and without any renewed trial whatsoever, by the competent authority in the territories within which such judgments are to be carried out.

If in a criminal case a mode of punishment has been applied which, according to new rules, is no longer applicable on the Islands ceded after delivery, the nearest corresponding punishment in the new rules shall be applied.

(2) Civil suits or criminal actions pending before the first courts, in which the pleadings have not been closed at the same

som i kriminelle Sager vaere undergivet Fernes Domstoles Jurisdiktion i Overensstemmelse med de for samme gaeldende almindelige Love; og de skal have Ret til at give Møde for disse Domstole og forfølge den samme Fremgangsmade for dem som Borgere af det Land, til hvilket Domstolene hører.

Artikel 8

Retssager, som paa Tidspunktet for den formelle Overlevering verserer paa de overdragne Øer, skal føres til Afslutning i Overensstemmelse med følgende Regler:

(1) Domme, som er afsagt enten i civile Retssager mellem private Personer eller i kriminelle Sager før det ommeldte Tidspunkt, og med Hensyn til hvilke der ikke bestaar Adgang til Appel eller Revision efter dansk Ret, skal anses for at vaere endelige og skal uden fornyet Prøvelse af nogen Art eksekeres paa beforig Maade af den kompetente Myndighed i de Territorier, i hvilke saadanne Domme skal udføres.

Dersom i en kriminel Sag en Strafart er idømt, som efter nye Bestemmelser ikke mere anvendes paa de overdragne Øer efter overleveringen, skal den nærmest tilsvarende Straf bringes til Anvendelse.

(2) Civile og kriminelle Sager i første Instans, som ved det omhandlede Tidspunkt endnu ikke er optagne til Doms, fortsættes



Water Aqueducts for Irrigation, St. Croix

Photo by A. Ovesen



Moravian Mission at "Nisky," St. Thomas

Photo by Clare E. Taylor

time, shall be confirmed before the tribunals established in the ceded Islands after the delivery, in accordance with the law which shall thereafter be in force.

(3) Civil suits and criminal actions pending at the said time before the Superior Court or the Supreme Court in Denmark shall continue to be prosecuted before the Danish courts until final judgment according to the law hitherto, in force. The judgment shall be executed in due form by the competent authority in the territories within which such judgment should be carried out.

Article 9

The rights of property secured by copyrights and patents acquired by Danish subjects in the Islands ceded at the time of exchange of the ratifications of this treaty, shall continue to be respected.

Article 10

Treaties, conventions, and all other international agreements of any nature existing between Denmark and the United States shall *eo ipso* extend, in default of a provision to the contrary, also to the ceded Islands.

Article 11

In case of differences of opinion arising between the High Contracting Parties in regard to the interpretation or application

for de Domstole og efter den Ret, som gaelder paa de overdragne Φ er efter Overleveringen.

(3) Civile og kriminelle Sager, som paa det omhandlede Tidspunkt verserer for den danske Overret eller H Φ esteret, skal fortsaettes for de danske Domstole efter den hidtil gaeldende Ret, indtil endelig Dom er afsagt. Eksekution af Dommen skal finde Sted i beh Φ rig Form af den kompetente Myndighed i de Territorier, i hvilke saadanne Domme skal udf Φ res.

Artikel 9

Forfatter- og Patentrettigheder, som paa det Tidspunkt, da Ratifikationerne af denne Konvention bliver udvekslet, er erhvervet af danske Undersaetter paa de overdragne Φ er, skal vedblivende respekteres.

Artikel 10

Traktater, Konventioner samt alle andre internationale Aftaler af enhver Art, som er i Kraft mellem Danmark og de Forenede Stater, udvides *eo ipso*, i Mangel af anden Bestemmelse, til ogsaa at gaelde de overdragne Φ er.

Artikel 11

Saa fremt der mellem de H Φ je kontraherende Parter maatte opstaa Meningsforskelligheder om Fortolkningen eller Anvendel-

of this convention, such differences, if they cannot be regulated through diplomatic negotiations, shall be submitted for arbitration to the permanent Court of Arbitration at The Hague.

Article 12

The ratifications of this convention shall be exchanged at Washington as soon as possible after ratification by both of the High Contracting Parties according to their respective procedure.

In faith whereof the respective plenipotentiaries have signed and sealed this convention, in the English and Danish languages.

Done at New York this fourth day of August, one thousand nine hundred and sixteen.

[SEAL.]
[SEAL.]

ROBERT LANSING.
C. BRUN.

And whereas in giving advice and consent to the ratification of the said Convention, it was declared by the Senate of the United States in their resolution that "such advice and consent are given with the understanding, to be expressed as a part of the instrument of ratification, that such Convention shall not be taken and construed by the High Contracting Parties as imposing any trust upon the United States with respect to any funds belonging to the Danish National Church in the Danish West Indian Islands, or in which the said Church may have an interest, nor as imposing upon the United States any duty or responsibility

sen af naervaerende Konvention, og de ikke kan udjaevnes gennem diplomatiske Forhandlinger, skal de undergives Voldgift ved den staaende Voldgiftsdomstol i Haag.

Artikel 12

Ratifikationsinstrumenterne af denne Konvention skal udveksles i Washington saa snart som muligt, efter at den er blevet ratificeret af begge de Høje Kontraherende Parter i Overensstemmelse med deres respektive Fremgangsmaader.

Til Bekraeftelse derpaa har de respektive Befuldmaegtigede undertegnet og med deres Segl forsynet denne Konvention, som er affattet i det engelske og i det danske Sprog.

Sket i New York den fjerde Dag af August, Nitten Hundrede og Seksten.

with respect to the management of any property belonging to said Church, beyond protecting said Church in the possession and use of church property as stated in said Convention, in the same manner and to the same extent only as other churches shall be protected in the possession and use of their several properties”;

And whereas it was further provided in the said resolution “That the Senate advises and consents to the ratification of the said Convention on condition that the attitude of the United States in this particular, as set forth in the above proviso, be made the subject of an exchange of notes between the Governments of the two High Contracting Parties, so as to make it plain that this condition is understood and accepted by the two Governments, the purpose hereof being to bring the said Convention clearly within the Constitutional powers of the United States with respect to church establishment and freedom of religion”;

And whereas this condition has been fulfilled by notes exchanged between the two High Contracting Parties on January 3, 1917;

And whereas the said Convention has been duly ratified on both parts, and the ratifications of the two Governments were exchanged in the City of Washington, on the seventeenth day of January, one thousand nine hundred and seventeen;

Now, therefore, be it known that I, Woodrow Wilson, President of the United States of America, have caused the said Convention to be made public, to the end that the same and every article and clause thereof may be observed and fulfilled with good faith by the United States and the citizens thereof, subject to the said understanding of the Senate of the United States.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this twenty-fifth day of

[SEAL.] January in the year of our Lord one thousand nine hundred and seventeen, and of the Independence of the United States of America the one hundred and forty-first.

WOODROW WILSON.

By the President:

ROBERT LANSING,

Secretary of State.

DECLARATION

In proceeding this day to the signature of the Convention respecting the cession of the Danish West Indian Islands to the United States of America, the undersigned Secretary of State of the United States of America, duly authorized by his Government, has the honor to declare that the Government of the United States of America will not object to the Danish Government extending their political and economic interests to the whole of Greenland.

ROBERT LANSING.

NEW YORK, August 4, 1914.

[Exchange of Notes mentioned in Proclamation.]

[*The Secretary of State to the Danish Minister.*]

DEPARTMENT OF STATE,
WASHINGTON, January 3, 1917.

SIR:

I have the honour to inform you that the Senate of the United States by its resolution of ratification has advised and consented to the ratification of the Convention between the United States and Denmark, ceding to the United States the Danish West Indian Islands, with the following provisos:

“Provided, however, That it is declared by the Senate that in advising and consenting to the

ratification of the said Convention, such advice and consent are given with the understanding, to be expressed as a part of the instrument of ratification, that such Convention shall not be taken and construed by the High Contracting Parties as imposing any trust upon the United States with respect to any funds belonging to the Danish National Church in the Danish West Indian Islands, or in which the said church may have an interest, nor as imposing upon the United States any duty or responsibility with respect to the management of any property belonging to said church, beyond protecting said church in the possession and use of church property as stated in said Convention, in the same manner and to the same extent only as other churches shall be protected in the possession and use of their several properties. And provided further, that the Senate advises and consents to the ratification of the said Convention on condition that the attitude of the United States in this particular, as set forth in the above proviso, be made the subject of an exchange of notes between the Governments of the two High Contracting Parties, so as to make it plain that this condition is understood and accepted by the two Governments, the purpose hereof being to bring the said Convention clearly within the Constitutional powers of the United States with respect to church establishment and freedom of religion."

In view of this resolution of the Senate I have the honour to state that it is understood and accepted by the Government of the United States and the Government of Denmark that the provisions of this Convention referring to the property and funds belonging to the Danish National Church in the Danish West Indian Islands shall not be taken and construed by the High Contracting Parties as

imposing any trust upon the United States with respect to any funds belonging to the Danish National Church in the Danish West Indian Islands, or in which the said church may have an interest, nor as imposing upon the United States any duty or responsibility with respect to the management of any property belonging to said church, beyond protecting said church in the possession and use of church property as stated in the said Convention, in the same manner and to the same extent only as other churches shall be protected in the possession and use of their several properties.

I trust that your Government will in a formal reply to this communication accept this understanding as to the meaning and construction of the provisions of said Convention in accordance with the foregoing resolution of the Senate.

Accept, Sir, the renewed assurances of my highest consideration.

ROBERT LANSING.

Mr. CONSTANTIN BRUN,
Minister of Denmark.

[*The Danish Minister to the Secretary of State.*]

THE DANISH LEGATION,
WASHINGTON, D. C.,
January 3, 1917.

SIR:

In reply to your communication of this day concerning the relation of the United States to the rights of the Established Church in the Danish West Indies and to the provisions referring to this point in the convention between the United States and Denmark ceding to the States the Danish West Indian Islands, I have the honour to state that it is understood and accepted by the Government of Denmark

and the Government of the United States that the provisions of this convention referring to the property and funds belonging to the Danish National Church in the Danish Westindian Islands shall not be taken and construed by the high contracting parties as imposing any trust upon the United States with respect to any funds belonging to the Danish National Church in the Danish Westindian Islands or in which the said church may have an interest nor as imposing upon the United States any duty or responsibility with respect to the management of any property belonging to said church beyond protecting said church in the possession and use of church property as stated in said convention in the same manner and to the same extent only as other churches shall be protected in the possession and use of their several properties.

It will be evident from the above that the Danish Government accept the understanding as to the meaning and construction of the provisions of the said convention in accordance with the resolution of the United States Senate concerning the question of the rights of the church in the Islands.

I have the honour to be, Sir,

with the highest consideration,

Your most obedient and humble servant,

C. BRUN.

The Honourable

ROBERT LANSING,

Secretary of State of the United States.

CHAPTER XXXI

FAREWELL SERVICE

Farewell service at the Reformed Dutch Church—Approaching transfer of islands gives occasion for impressive religious function, which was only public celebration of the change of sovereignty for the Danish West Indies—“The King is dead. Long live the King!”

CONTRARY to widely published newspaper accounts in the United States and elsewhere on the subject, there were no public demonstrations in the Danish West Indies to signalize the passing of the territory from the rule of Denmark to that of the United States of America excepting a most impressive religious service celebrated in the Reformed Dutch Church in St. Thomas on Sunday, February 18, 1917. The service furnished a most appropriate means of marking the approaching transfer of the islands, and the large congregation that assisted manifested their interest in a manner most gratifying to those with whom the idea originated.

The service began punctually at ten o'clock and ended at eleven, but though brief it was one of serene solemnity, of profound meditation, of deep impressiveness, a service which, from the nature of the great event it was intended to commemorate as well as from its simple yet effective character, will be memorable.

There was no decoration, the draping of the pulpit with the Danish flag, another at the seat reserved for

the Governor, and a basket of flowers being all. The occasion was rather a sad than festal one, hence the quiet tone that prevailed.

Invitations to attend were issued by the Pastor and Consistory, and, with some exceptions, generally responded to. Seats were reserved for all specially invited, who were assigned to their respective places by ushers. On the southern side sat His Excellency the Governor with His Honour the Government Secretary and Mrs. Baumann, nearby being the Officers of H. M. S. *Valkyrien*. To the north were the Clergy and their families, while both sides of the centre aisle seats were occupied by the Officials, members of the Colonial Council, Consuls, the Press, etc. A number of gentlemen and ladies and friends from other congregations were also present, filling pews and gallery. Everything seemed appropriate; everything combined to impress one: the quiet air of the spacious edifice, the perfect orderliness of the arrangements, the sweet music, the excellent sermon, the sustained interest of the people throughout the ceremony.

The order of the service, the sermon by Reverend A. H. Leslie, Pastor of the Reformed Dutch Church in St. Thomas, and the list of those present as printed in the *St. Thomae Tidende*, February 21, 1917, were as follows:

ORDER OF SERVICE

Held in Reformed Church, St. Thomas, Sunday, February 18th, to mark the approaching transfer of the island.

(Rev. A. H. Leslie, Pastor. Consistory: Elder Geo. B. Blake, Deacons David O. Bornn and Alf. H. Duurloo. Advisory Committee: C. V. LaBeet, J. A. Ridgway)

Hymn No. 66—"The Lord Jehovah reigns"

Opening Prayer and Salutation

Scripture Lesson. Apostles' Creed

Hymn No. 424—"Lead, kindly Light"

Prayer

Anthem, "Let the words of my mouth and the meditation
of my heart"

Mr. Dennis Stakemann and Mrs. Arturo Duurloo, Mr.
Art. Duurloo, violin; & choir

Hymn No. 919—"Great God, we sing that mighty hand"
Sermon

Vocal Solo, Prayer from *Der Freischütz*

"Softly, softly, solemn measure"

Mr. Philip Gomez, soloist

Danish National Anthem, "King Christian"
Benediction

THE SERMON

"And the days that David reigned over Israel were forty years. Seven years reigned he in Hebron and thirty and three years reigned he in Jerusalem. . . . And the kingdom was established in the hand of Solomon."—1st Kings II. Chap., 11th verse and part of 46th verse.

"The passage just read forms a connecting link between two great periods of Israelitish history. The first is covered by the two books of Samuel: the second by the corresponding books of the Kings. And a glance at the several books enables us to understand the difference between the periods in question. A rule half patriarchal, half regal—that may be taken as a correct expression of the character of the rule of the first two Kings of Israel. With the accession of Solomon a great change is discoverable. The authority of

the kings, the traditions of kingly rule have crystallized. And the old customs and habits of the nation have been finally displaced. Henceforth in the full blaze and glory of royal power all the subsequent events of the history are produced. And treaties and alliances, extensions or curtailments of power form the staple of the history unto the very end.

“But as with so much else in the Old Testament the history is given without note or comment. And the details are personal rather than historic. The last Psalm of the royal singer, some final instructions to his successor breathing that spirit of stern justice so characteristic of the Old Testament, and then the words of the text this morning.

“But the words are suggestive. They mark as we have said an end and a beginning, an old order that changeth, the starting point of a new, and God fulfilling himself in many ways. With the thoughts that fill our minds today in view I wish to consider some lessons of the history.

“First: It is the lesson of a great end. To no one man in the Old Testament is such space given as to David. The shepherd lad, the minstrel, the warrior, the king—every page of the life is familiar. And now the end is reached. And the minstrel lays down his lyre, the warrior his sword, the king his sceptre, and the man his life. That is the hour of final judgment of men—the end. Until then all our judgments are partial, and shadings and gradations are absent. And in colours all brilliant, or lustreless and black, we clothe men just as they are friend or foe. But with the passing of a man we pause and readjust and reach the truth of things.

“So with institutions. Living things, realities which we encounter, with which we have dealings,—they

provoke criticism, antagonism even. It is in the hour of their disappearance that unsuspected things appear, and then, if ever, we do justice to them.

"We meet today to pay our tribute, to do justice, to do no more than justice, to an institution. With this service in mind, I have listened to the judgments upon it of the men and women around us. I have tried as best I could to interpret every judgment. I have heard some criticism. Could it be otherwise? Show me the man, the institution, exempt from risk of criticism, free from all failing or fault. That is the very atmosphere in which this great institution of government lives. I have lived in many lands, under many flags. Never has the voice of criticism, mild or harsh, wise or foolish, been silent. It is fit that it should be so. "Paint me," said Cromwell, "with my warts." That is the language of every man sure of himself, of every institution sure of itself. I care nothing for the warts, and I seek the great outstanding features that nothing may cancel or obscure. And when I have discounted all, I fasten upon the residuum of truth and fact admitted by all.

"What then are the facts that concern us this morning? For two hundred and fifty years, with but briefest interval, one rule has been exercised here. For no inconsiderable part of that period, with a prosperity scarce ever surpassed the history of this island is identified. Her abounding wealth, her far-famed commerce, her loaded wharves, her merchant princes—a very Tyre or Sidon among these islands of the West—still with pride men tell of the days gone by. But if the passage of the years has brought change, and with neighbouring lands that prosperity is shared, that is but an incident of things human. To no shortsighted, or selfish, or perverse policy can blame be ascribed. For that long

period our lot has been linked with that of a land far distant, a people foreign in blood and speech. Of what are our thoughts now that the end is reached? Of oppression and misrule? Exploited resources? A people crippled with taxes to enrich others? Education systematically neglected? Religion set at naught or interpreted with narrow bigotry? Officials a class and caste apart? The rule of the few over the many? Justice sold to the highest bidder? Racial antagonisms living and active? Government without heart or sympathy for the poor? Any or all of these things so often the accompaniments of colonial rule? The experience of every man and woman here makes answer to these questions, No. The end has come. At the bar of every man's conscience, at the bar of history, before a tribunal higher than these the account is rendered. And just as here in this old story with the passing of the kingdom to Solomon men would think of the king who had broken the power of the Philistine, driven the Jebusite from his stronghold, welded the divided tribes into one whole, so today we may think of the solid good of the past and to man and God alike make due return.

"But look at the history again. The passing of the kingdom we have called it. And we know how in all ages kingdoms may pass. There may be orderly succession of power; there may be violent overthrow. Here, at least, nearly all the evidences of orderly succession are to be seen. There is the merest flicker of rebellion. But it is speedily extinguished. And the word of the old King takes effect in the anointing and proclamation of Solomon.

"So it has been with us. Very peacefully the passing of authority will be effected. Government will displace

Government, flag flag. But with mutual respect and good-will the men who come will take the place of the men who go, and those who go will pass to others their place and power. That is matter of profound thankfulness. It might have been otherwise. And with us as with others the flag lowered might have represented defeat in battle, a dismembered territory and for generations a legacy of hate. Now with half the world at strife the great change among us brings no evil memories. 'Peace hath her victories no less renowned than war.' Happy will it be for nations when the lesson is truly learned!

"One other circumstance is suggested by the history read this morning. The passing of the kingdom to Solomon appears to have been accompanied by the general consent of the nation. Certainly we are expressly told that 'Zadok the priest and Nathan the prophet and the mighty men which belonged to David' adhered to Solomon.

"So it has been with us. A general acquiescence has not been hard to discover. I will not attempt to interpret that acquiescence. It has appeared to me at times acquiescence in the inevitable. Men have submitted—so it has seemed to me sometimes—as if to some decree of destiny. And economic reasons as so often have proved stronger than bonds of sentiment. And there has been no casting off or sale of an unwilling people.

"Given the change, it is well that it should be so. I make every allowance for human folly. I levy the largest discount upon some uses of popular catchwords. But it is well that the deliberately expressed will of these communities should have had weight. And it has determined the balance, made the path easier, reconciled

to the inevitable. And so a peaceful succession and general acquiescence will go hand in hand. The king is dead. Long live the king! What shall we wish of the rule which succeeds that of this old sovereignty of Denmark with which for so long the destiny of this land and people has been knit? That the great outlines shall be preserved! That not one of the blessings and benefits of the past shall be lost! That King Solomon shall be like King David! No pious Israelite could have wished otherwise who heard the sound of the trumpet and the cry of the people, 'God save King Solomon!' Let this be our prayer today—that the new flag shall stand for all those things for which the old flag has stood: for justice and truth; for law; for knowledge and religion, ever true handmaids; for civil concord and good-will between class and class, race and race; for the fear of God as an abiding possession through the length and breadth of these lands. Let that be our prayer this morning. May that prayer be abundantly answered!"

Present were:

His Excellency Governor Henri Konow, K. D., D. M., etc.

His Honour Govt. Secretary R. Baumann, K.D., and Mrs. Baumann.

His Honour Judge P. S. M. Wellejus, K.D., and Mrs. Wellejus, Mrs. A. Limpricht.

Postmaster and Intendent of Customs O. F. Carstensen, K.D.

Royal Clerk H. Berner and Mrs. Berner.

Harbour Master T. Kruse, K.D., and Mrs. Kruse.

Comptroller of Customs and Mrs. V. Bay.

Sergeant H. V. Hansen.

Bandmajor G. A. Ffrench.

Brand Adjutant P. Hansen.

From H. M. S. *Valkyrien*: Capt. Jessen, 1st Lieuts. Garde and Westermann, Paymaster Christensen, Engineers Wulff and Glahn, Dr. Rosenthal, eight under officers, and twenty-four sailors.

The gentlemen comprising the Consular Body, some accompanied by their wives, were as follows: Captain and Mrs. H. P. Berg, D. O. Bornn and Mrs. Bornn, W. P. M. van Eps and Mrs. van Eps, C. B. Stewart and Mrs. Stewart and daughter, R. Leviti and Mrs. Leviti, Acting Vice-Consul and Mrs. Gomez, Leon Huttinot, Jens Martiny, S. Malling-Holm, C. H. Payne, M. E. Trepuk, Vice-Consul L. Zabriskie.

From the Gendarmerie Corporal O. Hansen and squad of gendarmes.

The Colonial Council was represented by the Chairman, C. V. LaBeet, members Jno. N. Lightbourn and J. C. Roberts, H. Behagen, Assistant. The non-attendance of most of the members is due to five being away, the absence of others being unavoidable.

O. S. Kean, Chairman Poor Commission and Miss Kean.

Editor Jno. N. Lightbourn and Mrs. Lightbourn, Editor Leroy Nolte and Miss Nolte.

Director of the National Bank Schack Eyber and Mrs. Schack Eyber.

The members of the clergy included the Rt. Rev. and Mrs. E. C. Greider, Rev. and Mrs. Axel Bergh, Rev. and Mrs. P. Kastrup, Rev. Ostrom of San Juan, P. R. Mrs. Widgery, Misses Aline and Patricia and Master H. Leslie also occupied seats here.

Ushers: The Church officers and Messrs. D. Victor Bornn, Hugh Duurloo, Solomon Fabio, Henry Hassell.

Choir: Misses Maud Brouwer, Inez Duurloo, Iris Lamb, Gladys Monsanto, Seraphire Sörensen, Alexa, Elsa, Jeanette, and Hulda Vance, Messrs. Alfredo and Gustave Duurloo, Guilderoy and Hugo Bornn, Mr. Edward Joseph. Miss Alice Vance, organist.

On the day following, His Excellency, Governor Henri Konow, K.D., expressed his appreciation of the Special Farewell Service in the following letter:

ST. THOMAS, 19th February, 1917.

Reverend A. H. Leslie, Pastor of the Reformed Church
at St. Thomas, and
The Consistory of the Church.

REVEREND SIR AND GENTLEMEN:

I wish to express my sincere thanks for the Special Farewell Service held in the Church, Sunday the 18th inst., in connection with the approaching transfer of the islands.

I appreciate highly the sentiments towards my country and its institutions expressed by you Reverend Sir in your discourse, of which I would ask you to favour me with a copy.

I ask you Reverend Sir and Gentlemen to convey my thanks and appreciation to the Congregation.

I have the honour to be,
Reverend Sir and Gentlemen,
Your most obedient servant,
HENRI KONOW,
Governor.

CHAPTER XXXII

ANNOUNCEMENTS OF THE SALE

Transfer of Danish Islands officially announced by Governor Henri Konow on March 17 and 19, 1917—Proclamation of His Majesty, King Christian the Tenth of Denmark—The penultimate step in the momentous transaction—Editorial reflections of the moment.

AT the hour of two in the afternoon on Saturday, March 17, 1917, the transfer of the Danish West Indian Islands to the United States of America was officially proclaimed by acting Governor Henri Konow at the Government House in St. Thomas in the presence of Danish Government officials, Consular representatives of foreign nations, officers of H. M. S. *Valkyrien*, burghers, and hundreds of the inhabitants, including ladies, who crowded the spacious reception hall and packed the nearby streets outside. A detachment of armed men from the Danish cruiser furnished the guard of honour, and gendarme guards were stationed at the doors inside.

Having stated that he had been ordered by His Majesty the King to announce the cession of the islands His Excellency read aloud the Proclamation, dated 9th inst., and which had been cabled from Copenhagen in both Danish and English. The reading was done in the two languages, amid a most impressive silence, and in a clear, firm voice that carried the words of the



Danish Cruiser "Valkyrien"

Photo by A. Ovesen



Commander Konow and Officers of H. M. S. "Valkyrien"

Photo by H. Petersen

historic documents to the hundreds of listening ears. On conclusion, the Governor handed the portfolio containing the typewritten manuscript to His Honour, Government Secretary Baumann. His Excellency then called for cheers for the King, the response thereto being hearty, the guards presenting arms while the ship's band played "King Christian."

A similar ceremony was enacted in the Government House at Christiansted, St. Croix, at the same hour of the day on the following Monday, March 19, 1917.

The English rendering of the King's Proclamation to the inhabitants of St. Thomas, St. Croix, and St. John reads as follows:

CHRISTIAN THE TENTH

BY THE GRACE OF GOD KING OF DENMARK, OF THE
WENDS AND GOTHS, DUKE OF SCHLESWIG, HOLSTEIN.

DITMARSCH, LAUENBOURG, AND OLDENBOURG,

send Our beloved and faithful subjects in the Islands of St. Thomas, St. Croix, and St. John Our Royal Greetings

In the firm conviction, that the welfare of the Islands best can be promoted and developed through a connection with the United States of America, We have, with the consent of the Rigsdag, concluded a convention with the President of the United States respecting the cession of the Islands to the said States. Through detailed and minute stipulations, which are embodied in the said convention, We have taken pains to secure for You protection in the execution of Your liberty, religion, property, and other private rights. You are likewise entitled at will to remain in the islands or at any time to remove therefrom, and, in either event,

You shall retain Your property rights and be entitled to dispose of such property or the fruits thereof.

In case You remain in the islands, You shall, until otherwise provided, continue to enjoy all the private rights, municipal and religious liberties as are secured for You by the laws now in force, and if the present laws are altered, You shall not thereby be placed in a less favourable position in respect of the above mentioned rights and liberties than You now enjoy.

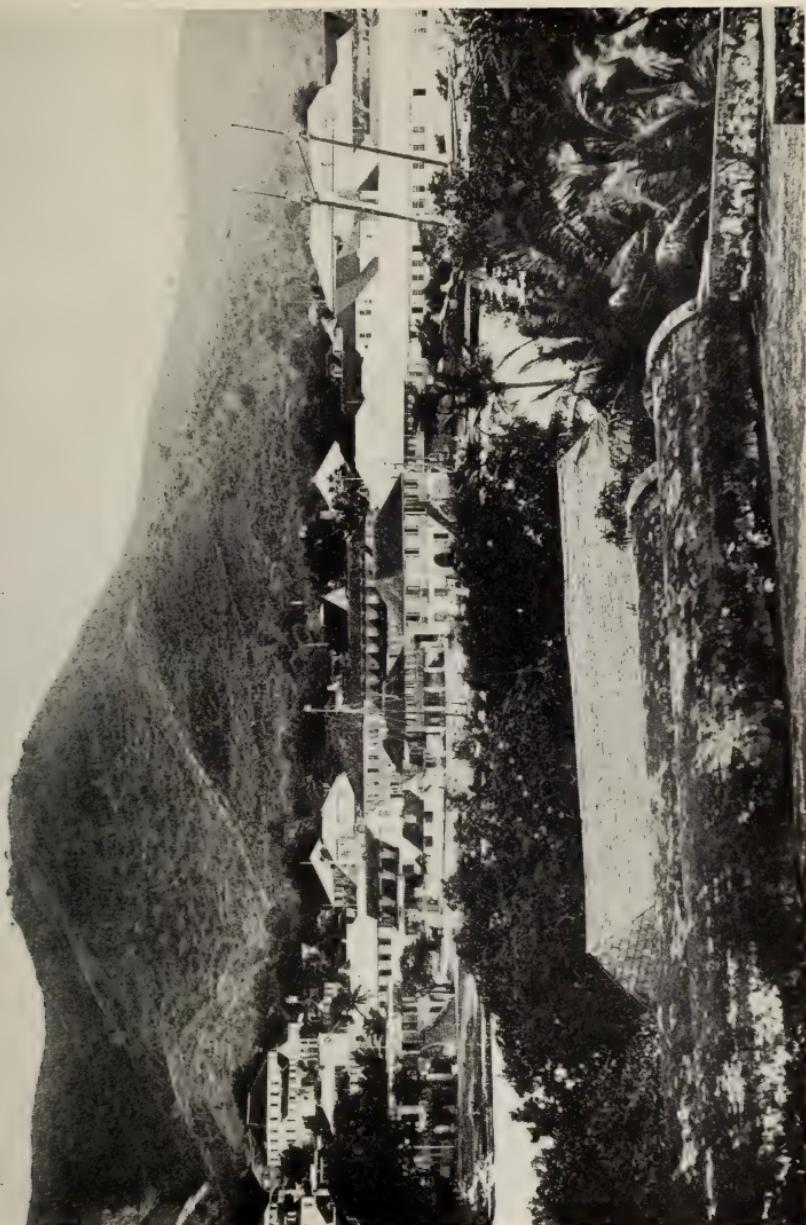
Those of You, who remain in the Islands, are entitled to preserve Your citizenship in Denmark by making before a court of record within one year, from the date of the exchange of the ratifications of this convention, the 17th of January, 1917, a declaration to the effect, that You desire to preserve such citizenship; for children under eighteen years of age the said declaration can be made by parents or guardians.

The election of such Danish citizenship shall however not, after the lapse of the above mentioned term of one year, be a bar to Your renunciation of the citizenship thus preserved, nor to Your election of citizenship in the United States and Your admission to the nationality thereof on the terms, which in conformity with the laws of the United States may be provided for other inhabitants of the islands.

In bidding You farewell, We express the hope, that You will cherish the memory of the centuries, during which the Islands have been connected with Denmark as their Mother Country, We bring You Our Royal thanks for the loyalty and affection You have shown to us and to the population of the Mother Country, and express Our warmest wishes for a happy and prosperous future for all of You and for the Islands, which You inhabit.

Christianssted, St. Croix

Photo by A. Ovesen



We commend You to God now and always.

Given at Amalienborg the 9th March, 1917.

Under Our Royal Hand and Seal

L. S.

CHRISTIAN Rex.

PROCLAMATION

*to the Inhabitants of the Islands of
St. Thomas, St. Croix and St. John.*

“Thus ended,” as the editor of the *St. Thomae Tidende* expressed it, “the brief but memorable ceremony. Gradually, step by step, move after move, events leading on to the consummation of the great change have followed each other, and so prepared us all for the end. The act of Saturday was therefore solemn and momentous, the penultimate step, all that now remains being the spectacular, crowning act of replacing the old flag by the new. Say what we may, it is sad; figuratively, it is like turning the soil onto the grave of a dear one. But that soft side of the transfer must give way to the stern necessity that decided it.

“It falls to the lot of high officials frequently to perform important functions, but rarely it is that an event such as this is recorded in the world. Yet rare as it is, this is the second time in the annals of the island that a proclamation of the kind has been heard, the first being in 1867 when the royal letter of King Christian the Ninth was sent to his loving subjects on the signing of the first sale convention. The sale miscarried then. It failed again some forty years after. But it has succeeded at last. No more will that nightmare disturb. It is finished for ever. The proclamation was the announcement as well as the farewell, and though there may have been no visible signs of feeling,

there must have been many if not all in whom sentiment inevitably was aroused as the closing passages were pronounced and thoughts of the pleasant past with all its kind reminiscences deeply stirred.

"No, the inhabitants, native or alien, can never forget Denmark and its good, tolerant, free government—free in all that the word in its best sense implies—too free, too tolerant, as it has at times seemed. Remembrance with gratitude is Denmark's just due, and if it has been withheld during the past, now at this time of parting those who have been slow to acknowledge it or have denied the common recognition of the virtues and earnest endeavours of a most benign and gentle rule, may inwardly or openly feel repentant. And as the divine blessing is invoked upon the islands and their people so may we in all sincerity as we now bid farewell and take leave of the land which we for centuries called Mother Country, implore the same for Denmark, King, and People, trusting that the lane of darkness due to the unknown fortunes of the change may quickly be traversed and that the communities may emerge into a light of prosperity and contentedness that shall leave no trace of regret for an event which seemed fated to occur."

CHAPTER XXXIII

TEMPORARY GOVERNMENT PROVIDED

An Act To provide a temporary government for the West Indian Islands acquired by the United States from Denmark by the convention entered into between said countries on the fourth day of August, nineteen hundred and sixteen, and ratified by the Senate of the United States on the seventh day of September, nineteen hundred and sixteen, and for other purposes—All Government offices taken over by American officials immediately after change of flags.

ON March 3, 1917, the Government of the United States registered its approval of an Act To provide a temporary government for the West Indian Islands acquired from Denmark by the convention entered into between said countries on the fourth day of August, nineteen hundred and sixteen, and ratified by the Senate of the United States on the seventh day of September, nineteen hundred and sixteen, and for other purposes.

This Act reads as follows:

[PUBLIC—No. 389—64th CONGRESS]

[H. R. 20755]

An Act To provide a temporary government for the West Indian Islands acquired by the United States from Denmark by the convention entered into between said countries on the fourth day of August, nineteen hundred

and sixteen, and ratified by the Senate of the United States on the seventh day of September, nineteen hundred and sixteen, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, except as hereinafter provided, all military, civil, and judicial powers necessary to govern the West Indian Islands acquired from Denmark shall be vested in a governor and in such person or persons as the President may appoint, and shall be exercised in such manner as the President shall direct until Congress shall provide for the government of said islands: *Provided*, That the President may assign an officer of the Army or Navy to serve as such governor and perform the duties appertaining to said office: *And provided further*, That the governor of the said islands shall be appointed by and with the advice and consent of the Senate: *And provided further*, That the compensation of all persons appointed under this Act shall be fixed by the President.

SEC. 2. That until Congress shall otherwise provide, in so far as compatible with the changed sovereignty and not in conflict with the provisions of this Act, the laws regulating elections and the electoral franchise as set forth in the code of laws published at Amalienborg the sixth day of April, nineteen hundred and six, and the other local laws, in force and effect in said islands on the seventeenth day of January, nineteen hundred and seventeen, shall remain in force and effect in said islands and the same shall be administered by the civil officials and through the local judicial tribunals established in said islands, respectively; and the orders, judgments, and decrees of said judicial tribunals shall be duly



Ex-President Roosevelt at "Liberty Hall," the Home of Robert L. Merwin
(Gov. Helweg-Larsen is Standing at Mr. Roosevelt's Right and Mr. Merwin is at his Left)

Photo by A. Ovesen

enforced. With the approval of the President, or under such rules and regulations as the President may prescribe, any of said laws may be repealed, altered, or amended by the colonial council having jurisdiction. The jurisdiction of the judicial tribunals of said islands shall extend to all judicial proceedings and controversies in said islands to which the United States or any citizen thereof may be a party. In all cases arising in the said West Indian Islands and now reviewable by the courts of Denmark, writs of error and appeals shall be to the Circuit Court of Appeals for the Third Circuit, and, except as provided in sections two hundred and thirty-nine and two hundred and forty of the Judicial Code, the judgments, orders, and decrees of such court shall be final in all such cases.

SEC. 3. That on and after the passage of this Act there shall be levied, collected, and paid upon all articles coming into the United States, or its possessions, from the West Indian Islands ceded to the United States by Denmark, the rates of duty and internal-revenue taxes which are required to be levied, collected, and paid upon like articles imported from foreign countries: *Provided*, That all articles, the growth or product of, or manufactured in such islands from materials the growth or product of such islands or of the United States, or of both, or which do not contain foreign materials to the value of more than twenty per centum of their total value, upon which no drawback of customs duties has been allowed therein, coming into the United States from such islands shall hereafter be admitted free of duty.

SEC. 4. That until Congress shall otherwise provide all laws now imposing taxes in the said West Indian Islands, including the customs laws and regulations,

shall, in so far as compatible with the changed sovereignty and not otherwise herein provided, continue in force and effect, except that articles the growth, product, or manufacture of the United States shall be admitted there free of duty: *Provided*, That upon exportation of sugar to any foreign country, or the shipment thereof to the United States or any of its possessions, there shall be levied, collected, and paid thereon an export duty of eight dollars per ton of two thousand pounds irrespective of polariscope test, in lieu of any export tax now required by law.

SEC. 5. That the duties and taxes collected in pursuance of this Act shall not be covered into the general fund of the Treasury of the United States, but shall be used and expended for the government and benefit of said islands under such rules and regulations as the President may prescribe.

SEC. 6. That for the purpose of taking over and occupying said islands and of carrying this Act into effect and to meet any deficit in the revenues of the said islands resulting from the provisions of this Act the sum of \$100,000 is hereby appropriated, to be paid out of any moneys in the Treasury not otherwise appropriated, and to be applied under the direction of the President of the United States.

SEC. 7. That the sum of \$25,000,000 is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to be paid in the city of Washington to the diplomatic representative or other agent of His Majesty the King of Denmark duly authorized to receive said money, in full consideration of the cession of the Danish West Indian Islands to the United States made by the convention between the United States of America and His Majesty the King of Den-



Native Fruit- and Bread-sellers

Photo by A. Ovesen



Interior of Small Communal School, St. Croix

Photo by A. Ovesen

mark entered into August fourth, nineteen hundred and sixteen, and ratified by the Senate of the United States on the seventh day of September, nineteen hundred and sixteen.

SEC. 8. That this Act, with the exception of section seven, shall be in force and effect and become operative immediately upon the payment by the United States of said sum of \$25,000,000. The fact and date of such payment shall thereupon be made public by a proclamation issued by the President and published in the said Danish West Indian Islands and in the United States. Section seven shall become immediately effective and the appropriation thereby provided for shall be immediately available.

That the provisions of the foregoing Act were to be faithfully carried out to a letter was demonstrated within half an hour after the conclusion of the formal transfer ceremonies and the raising of the American flag over the islands. The various Government offices were in charge of American officials, including the Customs, Post Office, and Police Departments; marines from the U. S. S. *Hancock* were patrolling the streets, and at every turn the impression was generally felt that, in so far as it was feasible under the circumstances, the old order had changed and all things had become new.

CHAPTER XXXIV

FORMAL TRANSFER OF THE ISLANDS

Danish West Indies transferred formally to the United States of America at four o'clock Saturday afternoon, March 31, 1917—Payment by Secretary Lansing of treasury warrant for \$25,000,000 to Minister Brun—Officials present at epoch-making transaction—Telegraphic and radio messages to St. Thomas—Simple but impressive ceremonies attending the change of flags—Accounts of the day's events in the three islands that appeared in the local newspapers—Editorials and comments respecting the change.

THE Danish West Indies were formally transferred to the United States of America at four o'clock on the afternoon of Saturday, March 31, 1917, on payment, in the large diplomatic reception room of the State, War, and Navy Departments building in Washington, of a Treasury warrant for \$25,000,000 to Minister Constantine Brun, of Denmark. The warrant, representing twenty-five million dollars in gold, was taken to the State Department by Secretary of the Treasury William G. McAdoo, who smilingly explained to the Danish Minister that he brought the money in the form of a Treasury warrant because the actual gold coin would weigh nearly forty-eight tons. He then turned over the warrant to Secretary of State Robert Lansing, who handed it to Minister Brun. The latter presented to Mr. Lansing a formal receipt.

In the official group present at this epoch-making transaction were Secretary of the Navy Josephus

Daniels, whose department will have general supervision over the new territory, Rear-Admiral James H. Oliver, who had just previously been appointed to be Governor of the islands and who left for St. Thomas later on in the day, Minister Constantine Brun, Secretary of State Robert Lansing, and Secretary of the Treasury William G. McAdoo.

Immediately after the warrant had been turned over to the Danish Envoy, Commander Edwin T. Pollock of the U. S. S. *Hancock*, at St. Thomas, was notified by cable and radio of that fact and advised to receive the islands in the name of the United States. At the same time a dispatch was flashed to acting Governor Henri Konow at St. Thomas informing him the purchase price had been received by Minister Brun, and that "all conditions for the definite transfer of the islands have been fulfilled." These two dispatches left Washington over a special telegraph wire from the Navy Department. They were flashed to New York, where a transfer was made to the Porto Rican cable. Received in Porto Rico, the messages were wirelessed to the *Hancock*, at St. Thomas, and rushed ashore. Only twenty minutes' time was required to send the message through.

After the receipt of the two messages at St. Thomas, the ceremonies were simple but extremely impressive. Complete accounts of the transfer ceremonies in the islands appeared in all of the local newspapers, and as these represent the scene as viewed by those right on the spot and in consequence of which are likely to prove to the reader of far more value than a general summing up of the situation, these news accounts, as well as several editorials along the same lines, have been incorporated in this chapter.

PROGRAM

OF TRANSFER CEREMONY

The formal transfer, mentioned in § 4 of the convention, of all the islands to the Representative of the United States of America, Commander Edwin T. Pollock, took place at St. Thomas through Governor Henri Konow as Representative of His Majesty King Christian the Tenth of Denmark.

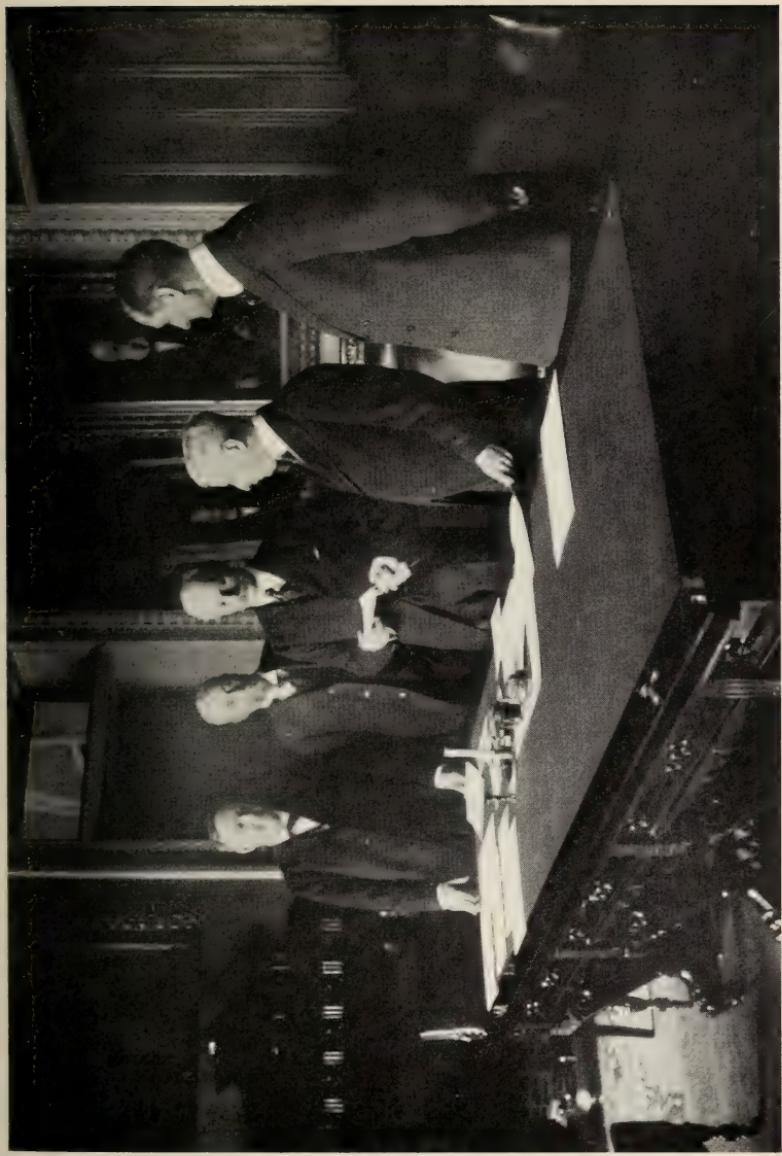
A guard of honour from the cruiser *Valkyrien* under command of an officer and with the band on its right wing drew up in front of the barracks, with their back to the building, and the American guard of honour drew up right opposite, facing the Danish guard. The non-commissioned officer in acting charge of the barracks and the gun crew took their stand at the salute battery, and men designated to lower and hoist the National Flag of the respective countries took their stand at the flag-staff.

The officials or those specially invited to attend the ceremony took their stands as follows, turning their back to the fort:

Nearest to the King's Wharf the officials and then the members of the Colonial Council, the Consular body, and other parties invited.

When the Representative of the United States left the American man-of-war a salute of fifteen guns was fired from the *Valkyrien* flying the United States Flag from her foremast, and the same salute was fired from the fort on the landing of the Representative.

On his landing he was received by the Governor and the Colonial Secretary together with whom he passed along the front of the Danish guard of honour, passed



The Twenty-five-Million-Dollar Payment
(From Left to Right: Sec'y Daniels, Admiral Oliver, Minister Brun, Sec'y Lansing, and Sec'y McAdoo)

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the officials and those specially invited, before the front of the American guard of honour, and thereafter to the barracks officer-quarters, where the protocol regarding the transfer was signed.

This being accomplished the Governor took his stand in front of the Danish guard of honour, the United States Representative in front of the American guard of honour. In the name of His Majesty King Christian the Tenth, the Governor proclaimed the islands transferred to the United States of America upon which the guards of honour presented arms, the Danish National Flag was lowered while the Danish band played the National Anthem, and a salute of twenty-one guns was fired from the salute battery and all the men-of-war.

The guards of honour changed places.

The Representative of the United States proclaimed the islands taken into possession, the guard of honour presented arms, the American National Flag was hoisted while the American band played the American National Anthem and a salute of twenty-one guns was fired from the battery and all the men-of-war.

After prayer by Bishop E. C. Greider, the Agent for the United States, Commander Edwin T. Pollock, U. S. Navy, announced his being duly appointed Acting Governor of the Virgin Islands of the United States of America.

The retired Governor having passed the front of the Danish guard of honour, the guard marched off.

The newly appointed Governor then returned to the U. S. S. *Hancock*, whereupon a salute of seventeen guns was fired in his honour as Acting Governor of the Virgin Islands of the United States of America.

THE TRANSFER

THRONGS GATHER TO WITNESS IMPOSING CEREMONY

The long-expected has happened. The Transfer of the Danish West Indies to the United States has been effected. Time fulfilleth all things.

The ceremony took place Saturday afternoon in presence of a multitude of people who crowded every spot wherefrom a view could be obtained, and from the hilltops as well sightseers gathered. On the ramparts of the Fort the crowd standing recalled the days of the Fastelavn festival.

The hour fixed was four o'clock and the place was the Saluting Battery. Perfect weather favoured the ceremony, which was most imposing and impressive. All the effect that military glamour lends to such an occasion was produced, and so was the solemnity of the occasion unmistakably demonstrated by the most perfect order and behaviour throughout the proceedings.

Though there was the shortest possible notice given for effecting arrangements, every detail of the program was carried through faultlessly. Not a hitch was perceived. It was sad but grand.

There was full naval, military, and civil representation, the Police Corps, Fire Brigade, Officials, Consuls, Clergy, and specially invited guests being within the enclosure where stood the guards of honour from the U. S. S. *Hancock*, and H. M. S. *Valkyrien*.

Shortly before the hour fixed three sailors each with an American flag rolled up passed in. A murmuring buzz went through the crowd on seeing the emblem which in a short while would change their nationality.

Soon after, the two Governors appeared. Passing

Received from the Secretary of the Treasury of the United States of America the sum of \$25,000,000 gold, in warrant on the Treasury of the United States, numbered 13,223, and dated March 31, 1917, the same being in full payment of the obligation of the Government of the United States to the Government of Denmark as set forth in Article V of the Convention between the United States and Denmark for the cession of the Danish West Indian Islands to the United States, signed at the City of New York on August 4, 1916, the ratifications of which were exchanged at Washington on January 17, 1917; the payment being provided by an Act of Congress approved March 3, 1917, entitled "An Act to provide a temporary Government for the Danish Islands acquired by the United States from Denmark by the convention entered into between said countries on the fourth day of August, nineteen hundred and sixteen, and ratified by the Senate of the United States on the seventh day of September, nineteen hundred and sixteen, and for other purposes."

John C. Brun

Washington, D. C.,
March 31, 1917.

Minister Brun's Receipt for \$25,000,000 Paid through the Secretary of State to the Danish Government

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in front of the guards, the distinguished representatives advanced along the line of gentlemen, to whom the new Governor was introduced, and shook hands with each, repeating the civility after the function was over.

An interval followed while the Representatives in presence of witnesses read and signed the Protocol of the Transfer. As the moments passed anxiousness became tense, increasing with palpitating impatience as they left the room.

The supreme moment had come. With a graceful sweep Governor Konow drew his sword from the scabbard and facing Governor Pollock, who did the same, in clear tones announced that by order of King Christian the Tenth he delivered the Danish West Indian Islands to the United States of America.

As the last words fell from his lips and amid the boom of guns the Danish flag was lowered, sliding down slowly and waving gracefully until it went out of view, watched with mingled sentiments of gladness and sorrow, a scene of profound but touching beauty, one that moved stout hearts and faint hearts to tears which could not be restrained, and which none were ashamed to shed—a spectacle never to be witnessed again and never to be forgotten. It descended at twelve minutes to five.

There are thoughts and feelings which no pen however gifted can adequately describe. Of such a nature were those which this transcendent event evoked as the old standard was removed.

Governor Pollock having taken the islands into custody on behalf of the United States, announced the same in a clear voice, and expressed the hope that the people of the islands would have no cause to regret the change.

At seven minutes to five, amidst the same deep silence and the combined salutes, the American flag was hoisted, its bright stripes gleaming in the sunlight, to the joy of those who long wished to see it there, and now the hope of all who are called upon to pay it allegiance.

An appropriate Prayer by Bishop Greider of the Moravian Church, followed by the reading by the Governor of the President's Proclamation to the People, and the pronouncing of the Benediction by the Protestant Bishop Collymore of Porto Rico, brought the great ceremony to a close.

Thus passed into history a notable event.

OUR NEW FLAG

St. Thomas is now an American colony.

Thus this Farewell and Welcome.

It became so by the ceremony of Saturday. And it will continue so until some power stronger than the force represented by a nation comprising a hundred million and possessed of untold resources can wrest it from its proud possessor.

Henceforth we shall all be most loyal citizens of the great American Republic, with the privileges and duties that bind our fellow nationals to the defence of the Constitution.

That is the natural consequence of the transfer, and the foundation upon which all other advantages rest.

We are living in stirring times—the most momentous ever known, a time when the long pent-up forces of unrest are surging forth in threateningly irresistible waves that aim at the eventual democratization of



Ascent of Old Glory

Photo by H. Hassell



Descent of Old Dannebrog

Photo by H. Petersen

the world. As recent examples there is the vast human mass composing what is known as the Republic of China, and the latest surprise in the turning of the colossal absolutism of the Czars into the Republic of Russia! Clouds on other horizons are gathering, the signs of which are ominous portents of coming events. "Out of every evil comes a good," and it may be that the horrible war may after all justify the terse maxim.

It has been said that this island should long ago have been attached to the great land to which it now belongs. But the appointed time had not come. The clock of destiny had long been ticking and the hand pointing the way. But the hour had not struck. It chimed at twelve minutes of five on the afternoon of the thirty-first of March when, amid manifestations of the deepest sorrow, the emblem of the old nationality went down, not as the setting sun to rise again, but as a light, extinguished to shine no more.

Having then paid the last and highest tribute of respect to our flag of yore and bade it our last good-bye in tears, the sad side of it should not linger. It is all over now. So it is useless repining. Like the bold seaman in a tempest let us be brave and cheer up. A new era has dawned, a new birth so to speak. Infancy and old age are the most trying periods in life—development and decay. Hence the newborn will experience the proverbial growing pains, but slowly yet surely the natal difficulties will be overcome, and a lusty, vigorous youngster advance to maturity. Judged by the duration of an earth-year, a decade or a score are mere nothings in the life of a nation. Still during this period much may be accomplished, so that well within a generation the expected changes should be such as to transform present conditions. Elderly folks may not

see all the great changes, but the coming generations will reap the full fruits thereof.

The new municipal ship having now started on its voyage all hearts must unite in wishing it a success. The course may not be without obstacles, but with a good lookout, the right man at the helm and a careful crew, the work of navigating should be free of perils.

In the assurance that all will be well, let us hail the future with its rich promise of prosperity and happiness under the proud flag of our new protector, now to be called our country—"the land of the free and the home of the brave."

Once more, Farewell to Dannebrog!

Welcome to Old Glory!

Long live the President!

LEROUY NOLTE, Editor.

—*The Bulletin*, April 2, 1917.

"'TIS FINISHED!"

After two hundred and fifty-one years to a day, the Stars and Stripes replace the Dannebrog which was hoisted over this island one hundred and ten years before the birth of the American Republic, and which now disappears for ever, as a ruler, from the Western hemisphere.

It has not been lowered without a struggle, for there were scores of thousands in Denmark who to the last fought for and voted its retention; but doubtless there were very strong, even grave, reasons which induced King Christian the Tenth and his government to consider the transfer of this part of his dominions, and equally strong, we should say, must have been the reasons which induced the United States, after the experience

of fourteen years ago, to seek the transfer. Governments do not always give reasons for their action, but this seems to be a clear international one and some day it may be disclosed—when it ceases in any way to be harmful.

But so it is that today we bid good-bye to that bit of old-world life, in which we have lived and moved and had our being these two and a half centuries, and begin the new order of things.

From 1666 to 1917, and from Copenhagen to Washington is a far cry; but a few hours ago we were with Copenhagen, now we are with Washington, and here to stay for all time and, with the exception of the sunshine which always blesses these isles, all things are become new. We are taken under the Stars and Stripes, not as a conquered people, neither do we expect to be treated as such. We have for these many years enjoyed the rights of a free and enlightened people, and of this freedom we expect no curtailment whatever. We shall give our loyalty unstintedly to the flag that now floats over us. From this moment on it is our flag and in every respect we demand every privilege, all the rights, and all the protection for which it stands.

There are some things which make the transfer of these islands easy. First, there is the language. In this there is no difficulty whatever, for without a single exception English, or, if you will have it, American, is the tongue of the people; next, the close commercial relations which have always existed between the States and these islands; and thirdly, the large number of the islanders who have taken the States for a home, and these seem to be factors which will save a problem.

Saturday opened dull, drizzly. As was our wont in the early morning we looked out for the hoisting of

Dannebrog at the battery and we saw the old flag go up slowly to the top of the mast for the last time. It could not open out, there was no breeze, and for all the world it looked as if it were drooping in sorrow, clinging in a last farewell embrace to the pole that had proudly borne it aloft for years.

Well, the day wore on and towards afternoon cleared beautifully for the ceremony that was to take place—the ceremony that was to change a people's nationality.

As the hour of four approached, the people gathered by dozens, by scores, by hundreds, until thousands were packed along the promenade and approaches to the barracks-yard and on the battlements of old Fort Christian, besides the thousands who took up positions from vantage points on our hills and in boats in the harbour. By-and-by the guard of honour from the Danish ship of war *Valkyrien*, under Lieutenant Jorgensen, landed and lined off on the pier; they were quickly followed by the Americans under Lieutenant Leach who briskly marched to the position assigned them, while the Danes waited to do honour to Commander Pollock on his landing, after which they took their place just in front of the barracks.

The officials, officers of the *Valkyrien* and the *Hancock*, the Colonial Council, consuls, and invited guests formed a line along the southern front of the fort and His Excellency Governor Konow walked down this line introducing Commander Pollock, after which they proceeded to the Harbour Office, accompanied by several officials, where the articles of transfer were read and signed and from that moment we ceased to be Danish soil, and we had seen the last Danish Governor.

In returning to the barracks yard Commodore Konow, standing in front of his men and facing Commander

One of Uncle Sam's Fighting Dogs



A Guardian of the Peace from H. M. S. "Valkyrien"



Pollock, in the name of His Majesty King Christian declared the transfer of the Danish Islands to the United States of America accomplished, and ordered the Dannebrog to be lowered, which was done, the flag coming down slowly while the ships and battery saluted with twenty-one guns and the band from the *Valkyrien* played the Danish National Anthem. Then the guards reversed positions, Commander Pollock on behalf of the United States of America acknowledging the cession; and as the ships and battery again saluted with twenty-one guns and the band of U. S. S. *Olympia* played *The Star Spangled Banner* and the Stars and Stripes were hoisted, Commodore Konow and Commander Pollock again saluted each other in military style, and shook hands; Commodore Konow with his men then left the scene for his ship.

The proclamation of the President of the United States was then read by the new Acting Governor, who announced that the territory would hereafter be known as the "Virgin Islands of the United States of America," and he hoped that the change would be fraught with good for the islanders. He then called on Bishop E. C. Greider (Moravian) for prayer, and the Benediction was given by Bishop Charles B. Collymore, the Protestant Episcopal Bishop of Puerto Rico.

Thus the long and honourable chapter of Danish rule in the West Indies has closed and passed into the hands of the historian.

It was a long time coming—this change—America's first effort at acquisition being made just fifty years ago, but it has come at last. For weal or for woe we are within the folds of "Old Glory"—and we do trust that the islands may enjoy that "happy and prosperous future" which both the King who has ceded them and

the people of the United States who have acquired them hope for.

After the completion of the ceremony, Commander Pollock shook hands with the consuls, councilmen, and officials, expressing to all the hope that he would have the opportunity of further acquaintance with them, and we are glad to say that during the few minutes' contact he created a very pleasant impression.

It was exactly 4.45 P. M. when the flag was lowered simultaneously from the Port staff, the Barrack staff, the Fort, Government House and Office, and the Post Office. The time between the lowering of the Danish and the hoisting of the American flags was about six minutes, the Stars and Stripes going up simultaneously at all the above-mentioned places except the Government Office.

It is but natural that one's emotions on such an occasion should be stirred to their depths, and as the old flag came down tears filled the eyes of our women, and strong, robust men shook as the tears rolled down their cheeks—it was a sad sight, cutting to the heart, made more solemn perhaps by the sound of the guns in the Royal salute, while the band played the Danish National Anthem. But quickly ran up the Starry Banner and again the hearts of the people were cheered. In deep reverence they saw the Cross go down, and with fervent hopes for the future they saw the Stars shine out.

Immediately after the ceremonies a squad of American Marines from the *Hancock*, who had been up on the Fort terrace, were placed on police duty in the town. It was not a hard task and the people certainly tried to make the tars see they meant to give them little if any work to do.—*Lightbourn's Mail Notes* (John N. Lightbourn, Editor), April 2, 1917.

The following is the Proclamation read by Commander Pollock:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

Whereas, by Article 5 of the Convention between the United States and Denmark for the cession of the Danish West Indian Islands to the United States, the United States agrees to pay, in full consideration of the cession made by the said Convention, within ninety days from the exchange of ratifications of the said Convention in the City of Washington, to the diplomatic representative or other agent of His Majesty the King of Denmark, duly authorized to receive the money, the sum of twenty-five million dollars in gold coin of the United States;

And whereas the ratifications of the said Convention were exchanged at the City of Washington on January 17, 1917;

And whereas, by Section 7 of the Act of Congress, approved March 3, 1917, entitled "An Act to Provide a Temporary Government for the West Indian Islands Acquired by the United States from Denmark by the Convention Entered into Between the Said Countries on the Fourth Day of August, Nineteen Hundred and Sixteen, and Ratified by the Senate of the United States on the Seventeenth Day of September, Nineteen Hundred and Sixteen, and for Other Purposes," the sum of twenty-five million dollars was appropriated to be paid in the City of Washington to the diplomatic representative or other agent of His Majesty the King of Denmark duly authorized to receive said money, in full consideration of the cession of the Danish West Indian

Islands to the United States made by the said Convention and said Act of Congress, the sum of twenty-five million dollars was on this day paid to Minister Constantine Brun, Envoy extraordinary and Minister plenipotentiary of Denmark at Washington, as the agent duly authorized by the Government of Denmark to receive the money;

And whereas, by Section 8 of the said Act of Congress, approved March 3, 1917, the fact and date of such payment shall be made public by a proclamation issued by the President and published in the said Danish West Indian Islands and in the United States.

Now, therefore, be it known that I, Woodrow Wilson, President of the United States of America, do hereby proclaim and publish that the sum of twenty-five million dollars has this day been paid to the authorized agent of His Majesty the King of Denmark, in full consideration of the cession of the Danish West Indian Islands to the United States made by the Convention between the United States of America and His Majesty the King of Denmark, concluded August 4, 1916.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this thirty-first day of March in the year of our Lord one thousand nine hundred and seventeen, and of the Independence of the United States of America, the one hundred and forty-first.

BY THE PRESIDENT:

LANSING,
Secretary of State.

March 31, 1917.

Attest:

EDWIN T. POLLOCK,
Commander U. S. Navy



Governor James H. Oliver

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The following is the prayer pronounced by Bishop E. C. Greider:

PRAYER

Almighty God, Father of nations and peoples, by whom kings rule and princes decree judgment, bless to Thy waiting people the solemn act of transfer to a new government now performed, and may it redound to Thy glory, and the comfort and welfare of these islands. Give us thankful hearts for the great benefits conferred upon us by the righteous, peaceful, and happy rule now passed, and prosper in all its institutions Denmark, its King, Queen, and Royal family, keeping them in peace and quietness at home and abroad. Give Thy richest blessings and the guidance of Thy peace and wisdom, to the President of the United States, under whose flag, the banner of liberty, and free institutions, we are now passing. Make Thy people righteous in life, law-abiding and patient in conduct, and loyal in thought and act to the Government about to be established, and bless in an especial manner those who shall have the immediate rule over us. May the larger outlook of this mighty nation give happiness and prosperity. Solemnize our hearts to the great meaning and issues of the momentous event now transacted under Thy loving and all-wise Providence, give faith in God and pardon in Jesus Christ, and bless us all for His Holy name's sake. Amen.

EFFECTING THE TRANSFER

At four o'clock to-day the flag of the Republic of the United States of America was raised on the staff over the

Battery at the Fort simultaneously with the lowering of the national colours of the Kingdom of Denmark.

Throngs of people witnessed the imposing ceremony.

From that moment, St. Thomas, St. Croix, and St. John became incorporated into the great American Commonwealth.

The act—the importance of which cannot be exaggerated nor its meaning overvalued—marks the end of one rule and the beginning of another, the passing of what was and the coming of what is. It consigns to the eternal past a government with a career worthy of every tender remembrance, and ushers in its stead one of equal merit and renown. Here worths change places, virtue replacing virtue, a democracy represented by a King replaced by a democracy represented by a First Citizen.

Every change, great or small, has its purpose, even as every shift of the wind has its effect. And so in this vast transition and at this particular epoch it would seem but natural to give a thought to present uncertainties and especially to future possibilities. That the change has brought with it loss in this or that direction, and the overturning by-and-by of many well-established rules, customs, routine, is a matter of course. That their effacement will be sharply felt is also a matter of course. It may even be conceded that, taken as a whole, the change, argued from a certain viewpoint, and restricted within certain limits, does mean loss. But, even so, are there not reasons for believing that the change has also undoubted promise, in a general sense, of gain? And may the gain not equal and exceed the loss? That is our belief, if even dubious at the start, beyond question eventually.

It is this conviction, His Majesty tells us in his Farewell Letter, which led him to favour the cession. And it is a similar faith in the future of the islands under the new dominion that moved the majority to urge the separation. If success is in store, if annexation means salvation in a material sense, then the great, the sad, the historic event of to-day, with all its transient emotion and deep reflections, will give no cause for regret. We say emotion because, though desired, anticipated, and at last obtained, now at the supreme moment when the exalting of the new standard displaced the old, there could have been but few having the patriot's true feelings that did not smart at the sight. Preparedness for and submission to the inevitable may have to some extent caused callousness, but the sting nevertheless, if only momentary, must have been there. Were it not so it would have been unnatural.

The replacing of the one sovereignty by the other, as effected by the solemn act which has made this date most memorable in local annals, is the amen to a wish long desired, a hope long deferred. But it has come at last. Many have gone to their graves within the past half century disappointed at not seeing the realization of their burning desire. Their children's children too learned to long for it, until the wish to be American seemed as it were to hang like a picture on the wall, kept always in view and ever in mind. Now in place of the imaginary appears the reality. The vision becomes a verity. And the once hopeless and downcast may now feel happy, their optimism leading others less hopeful perhaps to find inspiration to their unbounded confidence.

As there is a limit and an end to all things, so has "the Sale" reached its end. The ensign that has proudly

waved over this part of Denmark across the sea has now descended—removed for ever. But it has come down because it was the will of the people that it should make way for another for which there was always more sympathy, and from which is expected a large measure of advancement not possible otherwise. Another emblem of nationality—that to which we shall transfer our allegiance—has taken its place, both noble, illustrious insignias of brave peoples. In saying farewell to the valiant red-and-white cross we enwrap in its graceful folds our affection and best wishes. And to the starry banner, broken to the breeze at a time when the grim spectre of war seems to hover, we bid loyally the heartiest welcome in the full faith and hope that it will stand here, as it has ever stood, for all that is best in free government and human progress.—Editorial from the March 31, 1917, issue of the *St. Thomas Tidende*, Leroy Nolte, Editor.

THE TRANSFER

At the very moment the purchase sum of twenty-five million dollars gold was paid over to the Danish Minister in Washington on Saturday afternoon the Danish West Indies were transferred to the United States. It took place at St. Thomas, Christiansted, and Frederiksted at the same moment, four o'clock precisely in the afternoon.

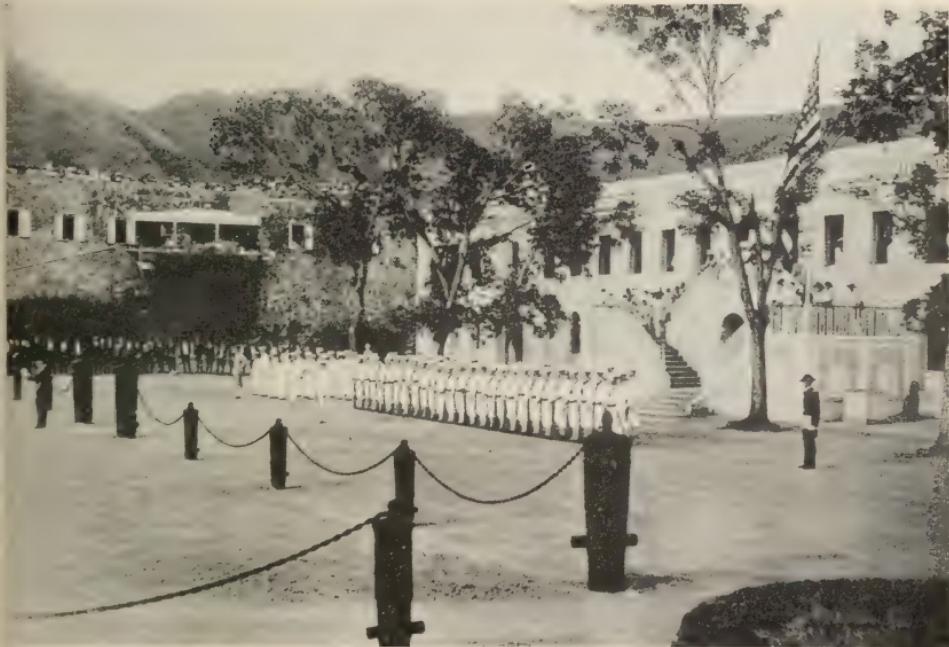
FREDERIKSTED

Putting aside all rumours going the rounds on Saturday morning, we can begin by stating that the U. S. S. *Olympia*, Capt. Bion B. Bierer, arrived here about noon



St. Thomians Assembled to Witness Transfer Ceremonies

Photo by Clare E. Taylor



Commander Pollock Reading President Wilson's First Proclamation

Photo by Clare E. Taylor

during a pouring rain. The military commander at Frederiksted, Premier Lieutenant Haagensen, and the pilot from Christiansted, Mr. Nørgaard, went on board. The orders were that the vessel should land a detachment of twenty men and then proceed to Christiansted to salute the port. But on account of her large draught the vessel could not pass the bar of Christiansted harbour, and therefore remained here, dispatching by automobiles a detachment of marines to Christiansted. The American Consular Agent, Mr. Robt. L. Merwin, of course paid a visit on board, and on leaving was accorded the regular consular salute of five guns. After landing, the Consul took the Commander of the vessel in an automobile to his residence for refreshments. Meanwhile the vessel's launches landed piles of stores and equipment on the wharf, which were later removed into the Fort, where the Gendarmes' quarters were given up to the new force.

From three o'clock people from the town and country gathered in front of the Fort and as the steeple-clock struck four, His Honour the Policemaster, in the presence of a detachment of Danish Gendarmes and American Marines, the Lutheran Parson, Joh. Faber, Police Assistant Lund, Inspector of Customs W. Bjerg, and several U. S. naval officers, read aloud the following proclamation under profound silence:

“By order of His Majesty the King of Denmark, Commodore Konow, Governor *ad interim* of the Danish West Indies, in this moment delivers these Islands to representatives of the United States of America.

“In conformity with this act the Danish Flag will now be taken down from all public buildings.”

After this Parson Faber took the Policemaster's place and asked the people to join with him in prayer for the old flag. He thereafter gave thanks to God for what good had been accomplished under Dannebrog during the centuries it had been waving over these islands. He prayed that our shortcomings and the mistakes we had made under this flag be forgotten, and that God in the coming days would bless the Danish King and the Danish nation under Dannebrog,—and also that God in the future would bestow His blessings upon these islands and the population under the new flag.

Then twenty-one guns were fired, "Dannebrog" lowered, and "Stars and Stripes" hoisted under salute of another twenty-one guns. To try to describe the emotion or feeling felt during the brief but touching ceremony is beyond our ability; everybody that was present undoubtedly felt much the same.

CHRISTIANSTED

On account of suspension of mail between Christiansted and here we are not able to get the news concerning the Transfer in Christiansted in time for to-day's publication. We hear that it took place in much the same way as down here. No salute was fired. The *Machias* was expected to have arrived, but for some reason or the other she did not turn up.

KINGSHILL

At Kingshill Gendarmerie station the Danish Flag was lowered in the presence of the Sergeant and Gendarmerie force. No American Flag was substituted.—*West End News* (A. Ovesen, Editor), April 2, 1917.

IN ST. CROIX

THE HANDING OVER

"By order of His Majesty, the King of Denmark, Commodore Konow, Governor *ad interim* of the Danish West Indies, delivers at this moment these islands to the representative of the United States of America. In conformity with this act the Danish Flag is now taken down from all public buildings."

Following these words, spoken by Despatching Secretary Jacobsen, the highest authority in the island at present, the Danish Flag was taken down from the Fort, while *King Christian* was being played. In another place will be found the order in which the ceremony was performed.

THE GOING OF OLD DANNEBROG AND THE COMING OF OLD GLORY

Saturday, 31st, March 1917, will go down in our history as a most eventful day—the day that Old Dannebrog passed away and Old Glory stepped in.

All day, from early morning, up to four o'clock, the people from the country streamed into town and assembled on Herald Square to witness the impressive ceremony of changing the National Flag.

At 3.30 the Gendarmes, headed by Captain Fuglede in command, marched from the barracks and lined up in a large open space on Herald Square, where also, a minute afterwards, a detachment of a Philadelphia Regiment, a Marine Division, faced them. The Gendarmes saluted the American soldiers by presenting arms, and the latter in turn saluted the Gendarmes in the

same manner. The American regiment was commanded by First Lieutenant Willing.

Precisely at four P. M., His Hon. the Govt. Secretary, in the presence of the Colonial Council, who came in a body, read the Royal Act, whereupon Captain Fuglede ordered the Danish Flag taken down from the Fort; while the Industrial Band played the Danish National Anthem, and both Gendarmes and American soldiers presented arms.

Dannebrog was now down for all time, and Old Glory was to go up.

The Gendarmes and Americans shouldered arms and marched in each other's places. Lieutenant Willing then ordered the American National Flag hoisted, while the regiments presented arms.

Old Glory was now up and St. Croix was to be known, now and from henceforth, as a portion of American territory.

It was a very touching sight to see the Old Flag pulled down, but, at the same time, it was a glorious one to see the Star Spangled Banner go up.—*The Herald* (D. Hamilton Jackson, Editor), April 2, 1917.

At its last meeting under the rule of Denmark, the Colonial Council of St. Thomas and St. John on March 30, 1917, adopted the subjoined telegram to be forwarded through the usual Government channels:

TO THE KING—Copenhagen.

Your Majesty:

The Colonial Council assembled for its last meeting under Dannebrog sends Your Majesty most submissive salutations and earnestly wishes for future happiness for Denmark and its Royal House.

In response to this farewell message, the following telegram was received by Mr. Carl V. LaBeet, Chairman of the Colonial Council of St. Thomas and St. John, from His Majesty, the King of Denmark:

Copenhagen, 31st.

CHRISTIAN.

Colonial Council,
St. Thomas.

Express my heartfelt thanks for kind telegram. God bless you all and best wishes for the prosperity of your Islands.

CHAPTER XXXV

THE FIRST AMERICAN GOVERNOR

Admiral Oliver takes oath of office as first Governor of the Virgin Islands of the United States of America—Crowds assemble to accord a hearty welcome—Address of Commander Edwin T. Pollock in handing over office—Introductions—Appreciative remarks by Councilman Roberts, Dr. Mortensen, and Editor Nolte.

ON Saturday afternoon, April 7, 1917, considerable interest was manifested in the arrival in St. Thomas harbour of the U. S. S. *Dolphin*, as she was bringing to these shores the new Governor of the Virgin Islands of the United States of America, Rear-Admiral James H. Oliver.

The following day being Sunday, the official landing was arranged for Monday, at eleven o'clock, and invitations to that effect were issued and a program of the ceremony circulated for general information.

When the time for landing approached, crowds assembled at the wharf to greet the new Chief Executive, curious to see a man of whom so much had been heard, and desirous to join in the general welcome that was to be extended to him. Acting Governor Edwin T. Pollock was accorded seventeen guns in his honour when he left the U. S. S. *Hancock*, to await the coming of Admiral Oliver, who, on his departure from the *Dolphin*, was given a salute of thirteen guns. At the wharf, the

customary honours were rendered by the band and guard from the *Hancock* as the high officers passed, and as they reached the front of the crowd, hurrahs of welcome broke out and were gracefully acknowledged by the Governor.

The party, consisting of Governor Oliver, accompanied by his aides, Captain J. F. Dyer, U. S. Marine Corps, Paymaster D. C. Crowell, U. S. N., and Commander Pollock, then proceeded on foot along Main Street to the Park to the former Government Offices, now known as the Administration Building, the people along the way doffing their hats in welcome.

Here were assembled the various ex-officials of the late government, the Colonial Council, the Consular Body, the Clergy, the Press, other prominent gentlemen, officers from the *Dolphin* and *Hancock*, and Lieutenant of Marines Leach, Chief of Police.

In the centre of this large, representative gathering (with a number of outsiders looking on) the oath of office was taken. Lieutenant Winters brought a crimson-covered copy of the Bible. Standing at the table in the centre of the hall and holding with both hands the Holy Book, Governor Oliver in soft tones, and with the natural feeling of affectedness that accompanies such a solemn act, repeated the oath of office, whereby he swore to perform to the best of his ability the duties of his office and to defend the Constitution of the United States. He then sealed his vow by kissing the Bible. A deep silence marked the enacting of this scene.

By this act Acting Governor Pollock was relieved of his temporary direction of the government, handing over the office in the following graceful terms, addressing Admiral Oliver thus:

"I know of no one who is better fitted to hold the position of Governor of the Islands than you, into whose hands that position is passing.

"I have been Acting Governor but a few days, yet I consider it has been a great honour to have held that office, and a great pleasure to me to have met those here, whom I hope I shall see many times again.

"In relinquishing the office, I feel that I must state certain things. You have been kind enough to compliment me on what has been done here since March 31st, when these Islands formally became a part of the United States, but I feel that it would be a great injustice to many, were credit not given where it was due. The names are too many to mention, but I must mention, first, Captain Henri Konow, Royal Danish Navy, the former Governor, who did everything possible to make my work easier, who gave me valuable advice, and who showed me every courtesy up to the minute he sailed away; second, Mr. Baumann, the former Colonial Secretary, and now the accredited representative of Denmark to the United States, has been most helpful in piloting me through the intricacies of executive details; third, Mr. Jacobsen, at St. Croix, who has been invaluable to Lieutenant Willing, our one officer there.

"There are many here, and there are many not here, whom, like those at St. Croix, I have not seen, and as I have already told you, they have done, and at inconvenience to themselves, everything within their power to make the machinery of the new government run as if there had never been a new hand at the helm. Without their valuable assistance it could not have been done, and I desire to thank them all, and also to tell you that I know they will gladly continue to render such assistance as is in their power, whether asked or not.

"Your Excellency, the honours which I am proud to have held are now yours."

The Governor returned thanks for the kind words, and both shook hands over it.

Admiral Oliver having now relieved Commander Pollock as Governor, the American flag was hoisted over the building and a salute of seventeen guns fired in honour of the new Governor.

At the request of Commander Pollock, ex-Government Secretary Baumann, Special Commissary of the Danish Government, presented the gentlemen to the Governor, who very appropriately expressed his pleasure at making the acquaintance of those present. He said he was a stranger among the people, and realized the responsibilities he had assumed, and trusted to their co-operation in fulfilling his duties.

A short interval ensued, when Mr. James Roberts, member of Council, addressed the Governor, expressing appreciation of him, of all the hopes that the people centred upon the change, and their expectations of becoming American citizens in due time.

Next came former King's Physician, Dr. Mortensen, who spoke as follows:

"Admiral, Governor Oliver: I beg you to allow me to say a few words. In addition to the remarks by the honourable foregoing speaker, I beg to say, that when we wish for help and favour from the United States we should at the same time promise to *do* something in return; and on behalf of the officials I promise that we will continue our service under the new Government as loyally, willingly, and conscientiously as under the

Danish Government, until a final arrangement is made.

“When we are only able to promise our services temporarily it should, among other reasons, be remembered, that the Danish officials and employees are in a peculiar position; the officials are entitled to a pension from Denmark, and the employees have reason to hope for a compensation also from Denmark when they have served for a number of years, as a rule at small salaries, and lost their situation without any fault of their own; and we cannot live without the pension. If any of us enter permanent services under the new government or gives up his Danish citizenship he will, so far as I know, lose his right to pension or compensation, and we are therefore unable to do it. But as I have said, we are willing to continue our service temporarily and to do it as faithfully and well as we can and as we have done hitherto.

“I beg still to add a few words. On behalf of the Danish officials, and I am sure of all the inhabitants, I beg our former Governor, Commander Pollock, to accept our heartfelt thanks for the manly, amiable, and kind way in which he has performed his various duties during these trying and memorable days; we wish that the Commander may never lose his interest in the welfare of our island, and we hope to see him often amongst us.”

Following Dr. Mortensen, Editor Nolte made a brief address to the Governor, saying:

“Governor Oliver: Permit me as representing the oldest Press here, to extend to you a most cordial welcome, and in so doing I may venture to say that I voice

the sentiments of the entire community. The change has been a long time coming, but has come at last. There were differences of opinion about it, and I myself with others held views which differed from the majority. But those differences have been buried. Yesterday we were one thing. Today we are another. Differences disappeared when the impending change became a fact. We parted from Denmark with feelings of affection and gratitude for all blessings enjoyed. And now that the change has been effected we hope for much from it. Today I do not think there is an individual opposed to it. All are now good, loyal Americans. Once more, accept a hearty welcome, and the assurance that we stand ready to offer you our assistance and co-operation; wishing you a successful administration."

Bishop Greider, the last to speak, after greeting the new Governor in a graceful manner, invited particular attention to the constant protection and hearty support that the Church in the Islands had always been accustomed to receive at the hands of the late Administration and expressed the hope that the new Government would continue the good work along the same lines.

Governor Oliver made a suitable response to all of the speakers, and thanked the company present for their good wishes and the hearty welcome they had accorded him. He referred to Denmark in a most kindly manner, and expressed his appreciation for the deep affection the people had always shown for their former Mother Country. In conclusion, the new Governor expressed the hope that all would learn to love, in the same way, the new Government to which they had just been linked.

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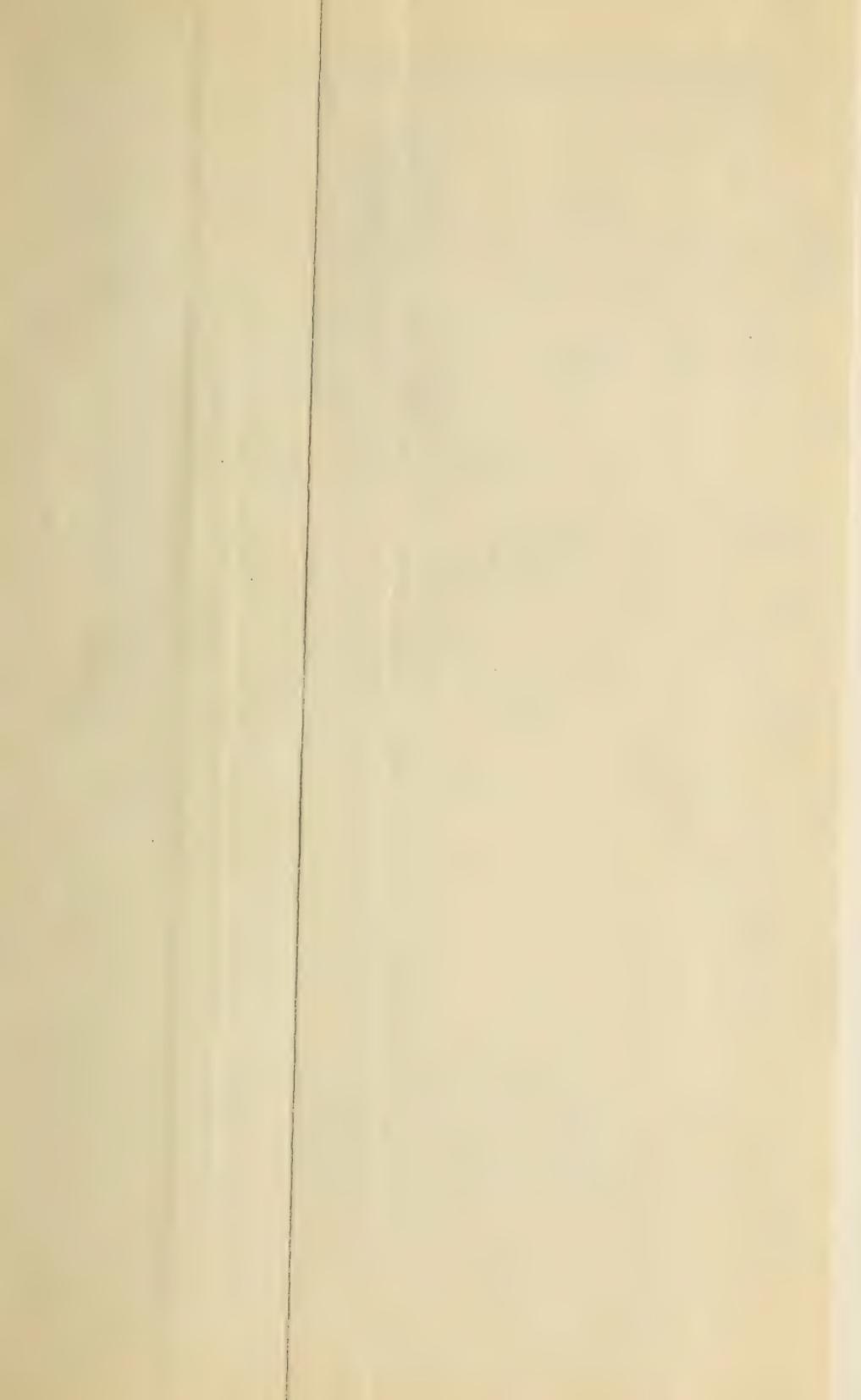
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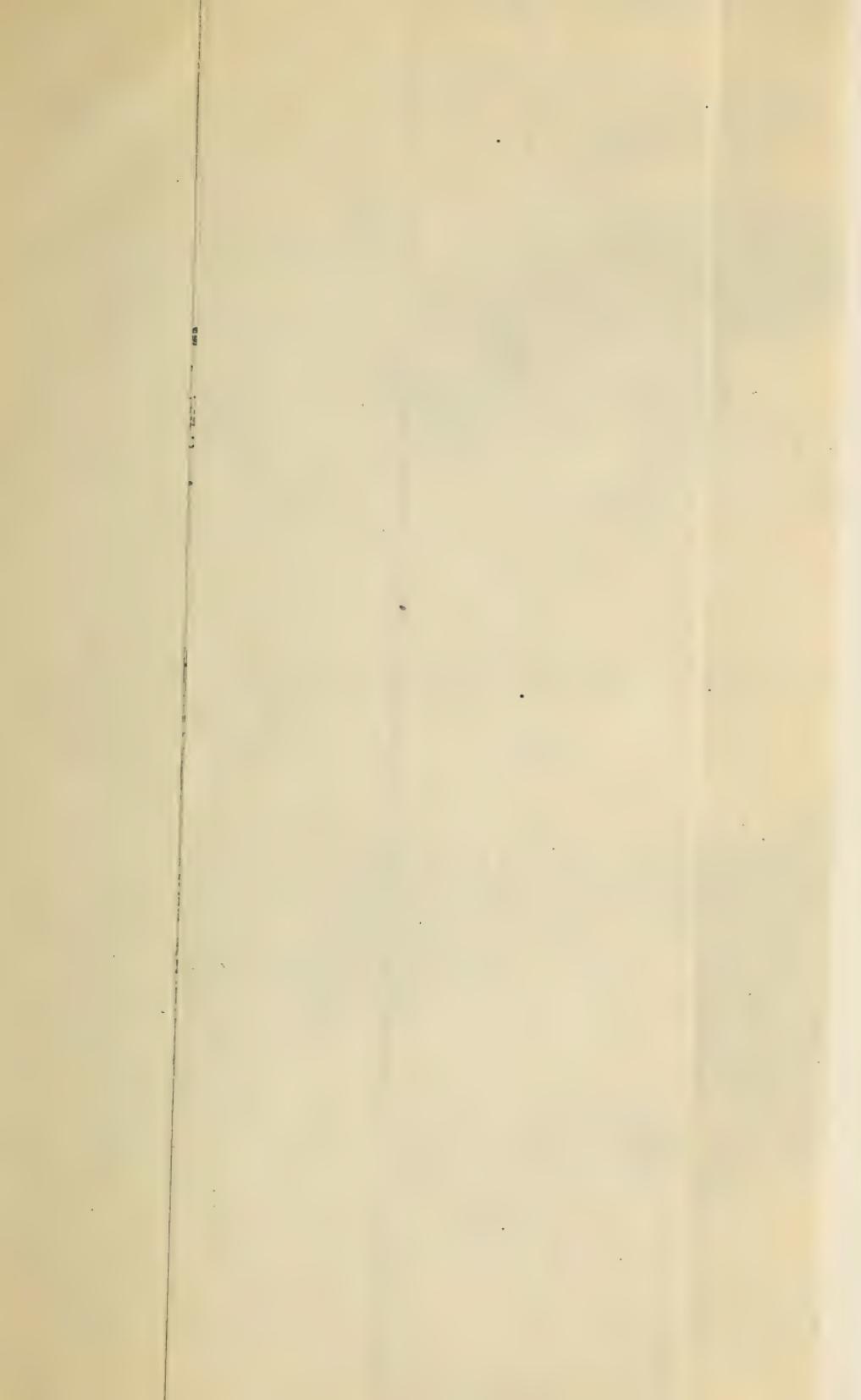
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